Saturday Review

January 4, 1969 35¢

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RICHARD NIXON'S MANDATE, By Eric Sevareid

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World Travel Calendar

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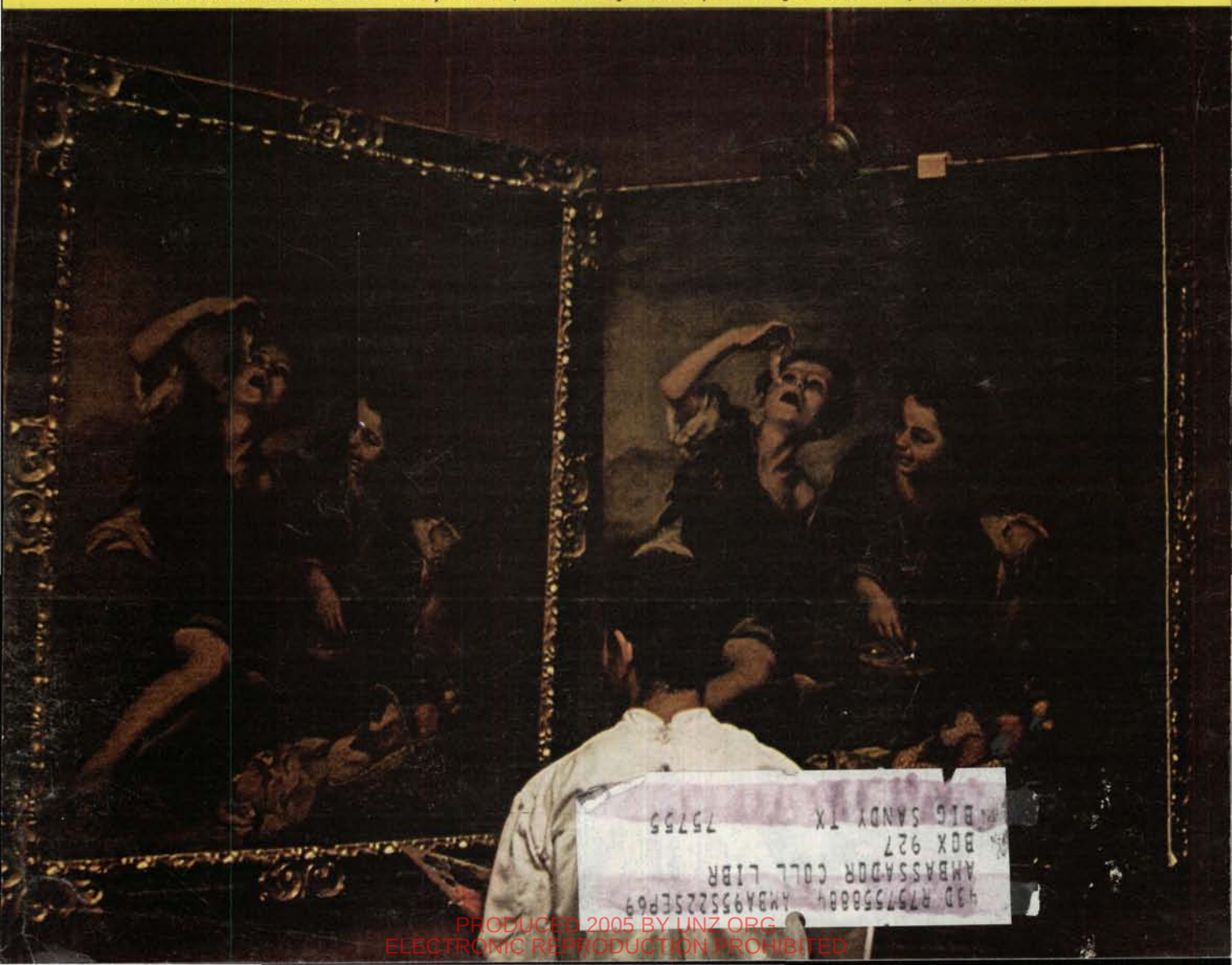

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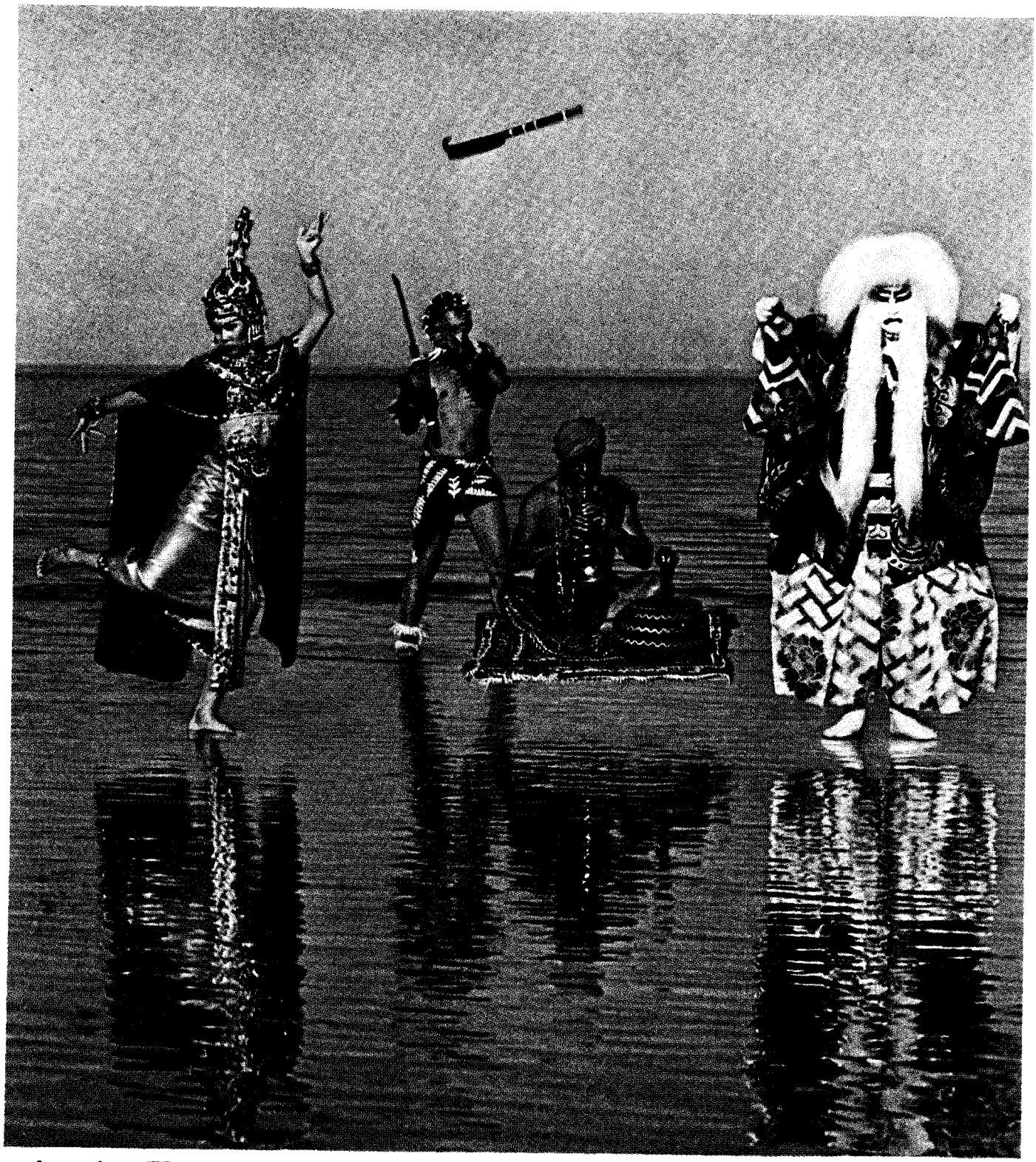

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Saturday Review

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There are books which have changed the world but few which were written with that express purpose in mind. I have just read one. It is called *The Prometheus Project.*

In the fall of 1962, a discussion group was organized in New York by Gerald Feinberg, a professor of physics at Columbia. This was no kaffee klatch; "the discussions," writes Feinberg, "which took place weekly for several months, were concerned with possible long-range goals for the human race." Late in 1966, Dr. Feinberg began a year at Rockefeller University, where he became convinced that the "pace of developments in molecular biology was so rapid that the possibility of biological engineering was almost upon us."

He thereupon set out to write *The Prometheus Project*, which is, in effect, a call for the whole human race to participate in the kind of discussion that Feinberg had begun in his living room. For his idea is that the long-range goals of the human race have not been systematically reconsidered in the light of scientific revelations—and that they must be, faced as we are with earth-shaking decisions.

Feinberg's book is crammed with ideas, all presented in an absolutely open, clear, even flat style. His concept and program is in fact so clear and logical that I found myself in agreement even when I wasn't. Lesson to fashionably enigmatic writers: clarity and reason is more sensational than fuzz and fireworks, especially when you have something to say.

Feinberg has a great deal to say, and much to ask of us, and I can think of few people who should read his book before the readers of the *Saturday Review.*

L. L. Day
EDITOR-AT-LARGE

The Prometheus Project ($4.95), by Gerald Feinberg, is published by Doubleday & Company, Inc., 277 Park Avenue, New York 10017. Copies may be obtained from your own booksellers or at any of the 32 Doubleday Book Shops, one of which is located at 3301 West Central Avenue, Toledo, Ohio 43606.

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First of the Month

Cleveland Amory

December was the month of Apollo 8 and the Christmas truce, of Henry Kissinger and Lee DuBridge, of Daniel Moynihan and Melvin Laird, of William Rogers and Walter Hickel, of Sargent Shriver and David Kennedy, of John Mitchell and John Volpe, of George Shultz and George Romney. It was also the month of J. Edgar Hoover and the Hong Kong flu.

Frankly, we had a terrible time researching the history of Cabinets for you. Even in the *Encyclopedia of American History* it said, under CABINET-MAKING, "see FURNITURE." In due recourse, however, we learned that the Cabinet is the result of custom only—it was created neither by the Constitution nor by statute law. In George Washington's day, he first tried a "Privy Council of Senators," but dropped the idea when he found "it was creating friction within certain members of that body." Then, in 1793, at the time of a crisis with France—how times don't change—he tried to use some members of the Supreme Court as a kind of Cabinet. The Justices, however, refused to answer—not on the grounds that it would tend to incriminate them but that it lay outside their duties. Finally, Washington turned, more or less in desperation, to his three secretaries—of State, War, and Treasury—and made them, along with his Attorney General, into a Council of Four. It was still some time, however, twenty years in fact, before the idea and name of a Cabinet Council was understood and accepted by the people. As for the strongest criticism of the Cabinet, that was made by Gen. George McClellan, of Lincoln's Cabinet. "Mr. Lincoln's Cabinet," he said, "was full of geese."

One thing was certain—the group was far removed from Harry Truman's "Kitchen Cabinet." Remember that mythical group composed of, among others, a Secretary for Inflation, a Secretary of Reaction, a Secretary for Columnists, and a Secretary of Semantics? The latter to furnish him, Mr. Truman noted, "with $40 to $50 words."

The Battle of Chicago continued during the month. First came the Walker Report; then, on Metromedia Television, via the ACLU, the National Mobilization Committee to End the War in Vietnam, and the Youth International Party, a film answering Mayor Daley's film. Finally came the television hearings on violence. The "other side" film, incidentally, not only showed savage pictures of beatings, kickings, and Macings but also told a story of 300 people seeing the police beat a cripple, as well as a 300-pound officer molesting a handcuffed black woman. There was the story, too, of a policeman beating a priest on top of the head. Also memorable was Dick Gregory's on-camera comment: "On a normal day," he said, "cops aren't going to beat up reporters, nuns, and priests. That particular day they would have beat up other cops." For those of you who want to delve further, we commend *Violence in Chicago: The Walker Report* (Bantam, $1). This pulls no punches about the obscene epithets, etc., used to provoke the police. Neither, however, does it pull any punches on what it calls "the nature of the response":

> The nature of the response was unrestrained and indiscriminate police violence on many occasions. . . .
>
> The violence was made all the more shocking by the fact that it was often inflicted upon persons who had broken no law, disobeyed no order, made no threat. These included peaceful demonstrators, onlookers, and large numbers of residents who were simply passing through, or happened to live in, the areas. . . .
>
> Despite the presence of some revolutionaries, the vast majority of the demonstrators were intent on expressing by peaceful means their dissent either from society generally or from the Administration's [Vietnam] policies.

Somehow, after this, when the now right wing cartoonist Al Capp came to town and declared John Lindsay could take a leaf from Mayor Daley's book, it was a bit much. "The public is a piano," Mr. Capp once said. "You have to know which keys to poke." And, presumably, which not to.

We've often wondered what happens to Christmas books—you know, those small automobiles with FOB prices—*after* Christmas. This year, particularly, there were some real beauties, and we got to wondering who bought them, say, on December 26. One idea we have is that if Santa Claus brought you three or four books you didn't want, or had already read, what about making a trade of all of them for one of the Christmas jobs? If you're with us on that, here are our suggestions. First, *Andrew Wyeth* (Houghton Mifflin, $75), a truly gorgeous book, albeit you'll need a small library of turn-ins for it. Second, *The*

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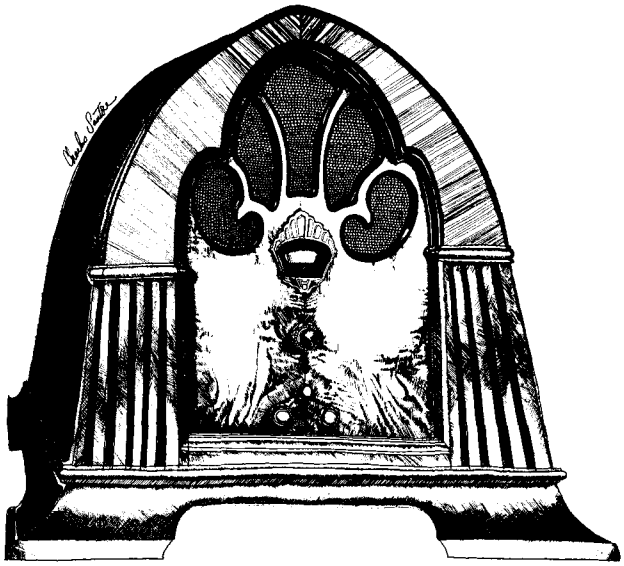

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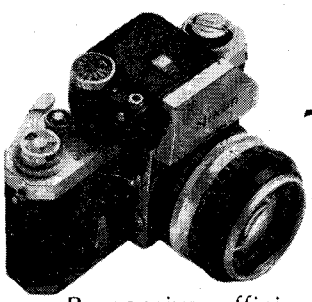

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American Album (Simon & Schuster, $17.50), a wonderfully nostalgic book by the editors of *American Heritage* about a vanished U.S.A. Third, the 1897 *Sears Roebuck Catalogue* (Chelsea House, $14.95), perhaps the most original idea of the year—simply because it's so wonderfully unoriginal and is nothing more or less than a faithful reproduction of the catalogue of the firm which, in that year, was all of four years old.

Next, by the editors of *Horizon*, a double set, *The Horizon Book of the Middle Ages* and *The Horizon Book of Great Cathedrals* (Houghton Mifflin, $45). Then we also recommend *The Mineral Kingdom* (Grosset & Dunlap, $14.95), by Paul Desautels, curator of gems and minerals at the Smithsonian, and *Currier & Ives: Chronicles of America*, edited by John Lowell Pratt (Hammond, $14.95). Then too, for animal lovers, there is *The Life, History, and Magic of the Cat*, by Ferdinand Mery (Grosset & Dunlap, $9.95). Finally, for poetry lovers, and back down to earth in price, there's *Where Steel Winds Blow*, edited by Robert Cromie (David McKay, $5.95), a book not of war poetry, mind you, but of anti-war poetry.

Finally, the month was the last one for a theatrical luminary who once proved in court that she alone was entitled, *sui generis*, to the name Tallulah. At the memorial service in St. Bartholomew's, Anita Loos spoke first—of the days when Tallulah first came to New York as a fifteen-year-old Alabama beauty contest winner. "She was so pretty," Miss Loos said, "that we naturally thought she must be stupid." Miss Bankhead soon proved, however, she was not. Invited by Alexander Woollcott to a luncheon at the Algonquin Round Table, she listened carefully then declared, "There is less here than meets the eye." "She never bored anyone," Miss Loos continued, "and I consider that to be humanitarianism of a very high order indeed."

The next speaker was Marc Connelly. "I can see her now," he told us, "as a young star in London. I remember an after-theater party after her brilliant opening, with Somerset Maugham trying to tell her how great she had been, and stuttering as he had never stuttered before." The occasion, Mr. Connelly recalled, called for Tallulah to say a few words. At first she demurred, then finally jumped up. "I have nothing to say at the moment," she said, "so I will just do some gymnastics for you." Whereupon, Mr. Connelly told us, she did a perfect handstand and then sat down.

At the end of the service, Robert Merrill sang "May the Good Lord Bless and Keep You." It was a moving occasion indeed—for it was the song Tallulah herself had sung, on countless occasions, to comfort others.

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Top of My Head

Goodman Ace

Help

WHAT TROUBLE it is these days getting help! Boy! Nobody wants to work. Why should they? They can take it easy and get money from the Government. So the Help Wanted columns in the newspapers spill over daily with job opportunities that go begging.

If Richard Nixon experienced that problem the first few weeks after his election, the delay was understandable. He was trying desperately to find workers to fill positions in his Cabinet. Although Mr. Nixon didn't run ads in the Help Wanted sections, the word got around that he was looking for hired hands. Nobody showed up.

"I've heard the President's job is a lonely one," he thought, "but this is ridiculous!"

Then one day coming down in the elevator in his apartment building he put up a small sign in the elevator: "Help Wanted: Job for energetic, ambitious worker. Good future. At least four years. Maybe eight. Must live in Washington, D. C."

That evening on returning home he noticed an answer scribbled underneath his bulletin by another resident in the building: "Situation Wanted: Secretary of the Treasury. Experienced in handling money, wrapping coins, etc. Call collect Albany, N.Y., 518 472-8800."

Well, at least here was somebody who was looking for a job. It wasn't exactly the job Mr. Nixon had in mind for him. It was more of a —well, it was a sort of a—anyway, he phoned and invited the applicant to his apartment for a secret interview the next morning.

"Glad to see you, Rocky."

"Glad to see you, Dick."

"How are you, Rocky?"

"Fine, how are you, Dick?"

"Fine. Speaking of jobs, Rocky, that job you're thinking of isn't exactly the job I had in mind for you."

"It's more of a—well, it's a sort of—well, to be frank, Rocky, it's not exactly in the Cabinet, but not exactly out of the Cabinet. I feel I ought to give you something for the help you gave me in the campaign."

"I want a copy of "Human Aggression," and make it snappy, stupid!"

"Oh, I see. Well, it was a pleasure helping you, Dick. I don't want any reward. I'm glad you made it, man. Besides what salary does a Cabinet member get now?"

"Thirty-five thousand a year."

"Is that all? Well, I get fifty thousand a year in my present job. That's uh—uh—let me see—thirty-five from fifty—that's uh—that's quite a bit more. I can make more money from the Government by just hanging around Albany."

"Well, Rocky, money isn't everything, you know."

"It isn't?"

"That's the trouble with you people. You just don't want to work."

Well, as days passed, the newspaper editorials and columnists were impatiently asking when Mr. Nixon would announce his Cabinet selections. Mr. Nixon was beginning to feel uptight. If he could give those reporters one name, maybe they'd lay off. He made one more attempt. He called in the Senator from Massachusetts.

"Ed," he said, "I have a fine surprise for you. I want a Negro in my Cabinet. So I want you as my Secretary of Housing and Urban Development. How's that grab you?"

"Well, that's very kind of you, Mr. President. But I feel I can better serve my country as—"

"Now the reporters are waiting out there, so let's go out and tell them that you—what's that? What did you say?"

"Well, I feel that as a Senator I can better—"

"Listen, Ed, this is no cotton-pickin' job I'm offering you, if you'll pardon the expression. If it's the money, don't forget a Cabinet member gets $35,000, and as Senator you make only $30,000 a year. I looked it up. I wanted to make sure you wouldn't have that money excuse."

"Well, money isn't everything, Mr. President."

"It isn't?"

"No sir. Money is not my bag."

"That's the trouble with you people. You just don't want to better yourselves?"

So you see, everyone has the problem of getting help these days. And to add to the difficulty, there is now a new law on the books. The law now says that in advertising for help in the newspapers you can't discriminate between the sexes.

The Help Wanted columns have always listed "Help Wanted Male" and "Help Wanted Female" separately. Now the columns must be headed "Male and Female." And the advertisers are not permitted to specify that the jobs offered are specifically for either gender.

Good in theory. Let's try it for size:

"Powder Room Attendant wanted in exclusive restaurant. He or she must be experienced."

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Manner of Speaking

John Ciardi

Cultural Note: Ours is an earnest age and it demands round, or better, fulsome categories even for its trivia. I take the Sunday TV talk shows to be the most highly developed examples of this trend. One need only tune in and settle back for any amount of fine discussion of tire-tread designs, Hungarian eggshell painting, or the significance of barbed wire in the conquest of the American continent. No one on the panel has anything to say. No one is expected to have anything to say. The programs are like American politics in that. But, still like American politics, they have to say their nothing high up on the scale. Chitchat it may be, but it cannot go out to the great home audience under any title less dramatic than Impact or Concept or Noumena.

I suppose it had to happen once janitors were reclassified as residential engineers; garbage men as sanitationists; charwomen as cleaning "ladies," and tree-trimmers as tree surgeons.

For my part, once I adjusted to the fact that I had married a domestic scientist and that we had begotten a peer group, the rest was easy. I have long since learned to think in categories responsive to the ongoing needs of this transitional age. I don't even putter any more: I have learned, rather, to structure my leisure time, always with a reasoned awareness of the importance of leaving some part of it unstructured. Nor do I any longer think of a round of golf as a convenient reason for getting crocked in the clubhouse once the round is over. Nowadays, golf is my way of implementing an appropriate program of physical activity for the critical years after fifty.

I find comfort, too, in the fact that my town is naturally congenial to these more expansive concepts. On December 13, I want the world to know, our Rotary Club sponsored a "concert of music" by Guy Lombardo—yessir, right here at the high school—and let the world know, too, that the event was no mere cornball jamboree for the tin-eared. It had, as our local paper made clear, significance:

> In announcing the concert, Dr. Thomas Paterniti, president of Rotary, said the event is in keeping with the club's policy to (sic) sponsor cultural programs for the boro.

That's right, we're a borough, even to the point of getting a little familiar with the spelling. We are, in fact, widely recognized as The Brainy Boro. The present head of our Brain Trust is Mayor Duff, and I haven't been able to reach him for a comment on Rotary's venture into culture, but I can quote him anyway. "What the borough needs," he will have said by the time I get the quote from him, "is more high level non-controversial programs with real social significance."

We have, as any man can see, a fine community of solid citizens, as well as the finest bunch of people, culture-wise, anyone could hope to meet. I just can't feel, however, that Rotary has gone far enough, and as a public-spirited citizen I am organizing a committee to present even more even-more-significant cultural events to the community. The first mailing of my organizational call is now semi-finalized, and I have already drawn up an idealization of a first fiscal year presentation program-wise, though I know we may have to settle for less until the project has established a greater all-community impact contribution-wise. Here is the first year's program as I dream it, and I'm as sure as Mom and apple pie that not only Rotary and Hizzoner will like it, but that the whole community will rally round for it:

1) KICK-OFF LECTURE. Arthur Godfrey. "America and the Challenge of the Future." (Plus talent show.)

2) MUSICAL CONCERT. Lawrence Welk. (Perhaps one of his assistants if we can't get him.) "Music to Shop on Main Street by."

3) CULTURAL MEDITATION. Everett Dirksen. "Poetry that has Inspired the United States Senate in Peace and War." (With High School Choral Group.)

4) HERITAGE ART SHOW. Display in High School Cafeteria during Easter Vacation. Program by: Huntington Hartford—"Community Values in Great Art"
or
Norman Rockwell. "A Beauty Treatment for your Mind."

Once the committee is formed, I'd like to see it called Community Impact, Inc. That title is only a suggestion, however, and will have to be voted on by the community leaders who join in the good work. Meanwhile, I am sure they will agree that participation and contributions from outside the community will be welcome, and until we get the name of the thing officialized, checks in any socially significant amount can just be made out to me. I will consider it a pleasure and a privilege to thank every contributor personally—right on the back of his check.

POME:

> The inventor of stupidity
> waited a life time
> at the patent office
> but died in the public domain.

Cultural Note, II: In a mislaid notebook that surfaced the last time I stirred my desk, I find I had set down part of a conversation I had last July with a young man who had been accepted at Columbia and who could hardly wait to take part in the first demonstration of the school year. From that point, according to my notes, the conversation went about so:

OLD MAN: Isn't it a good idea to have a reason first, and then the demonstration?

YOUTH: When the establishment is rotten at all points it doesn't matter where you confront it or why. The confrontation itself is what matters.

OLD MAN: That has the ring of high dedication to it. But won't you still have to find someone to confront?

YOUTH: We have the whole establishment to confront with our vision of a better society.

OLD MAN: That still seems to leave you confronting an abstraction of generalized reasons.

YOUTH: It will get specific enough by the time the cops show up.

OLD MAN: You may be right, but you sound as if you were eager to get your head cracked by a nightstick in about the same way German students used to want a saber scar.

YOUTH: My thinking has nothing in common with the badges of imperialist autocratic rot.

OLD MAN: But you still sound eager to get your head cracked. Why?

YOUTH: Because that, though I don't expect you to understand, is the gesture of my generation.

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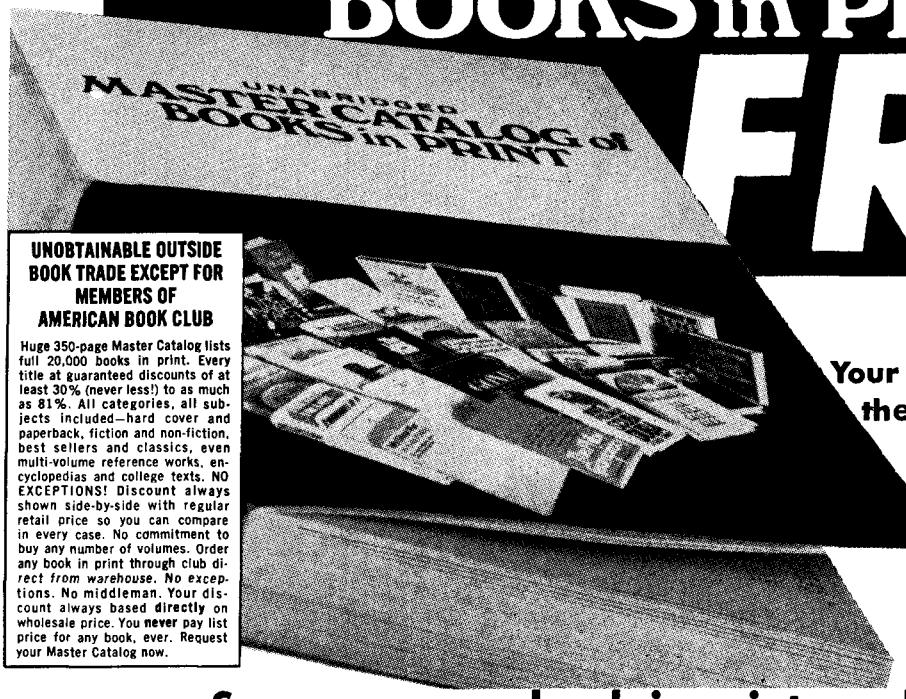

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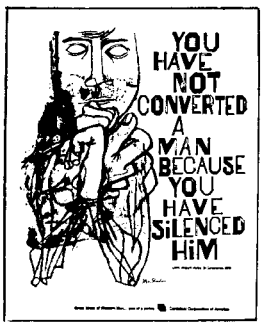

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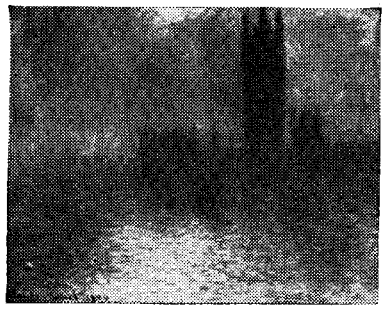

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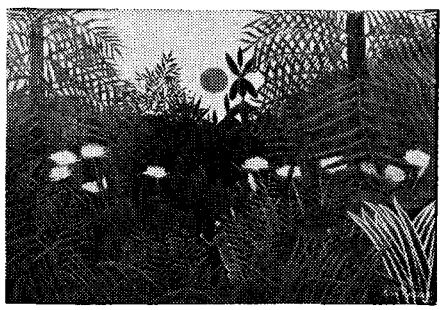

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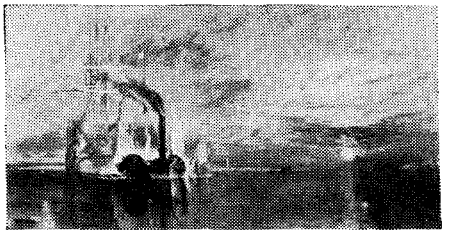

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Trade Winds

Jerome Beatty, Jr.

At this time of year overshoes incidents keep popping up, and they usually take place in kindergarten. In one, the teacher struggled to get a pair of overshoes on her pupil, who finally said: "They don't fit too well 'cause they're not mine." With more struggling, the teacher removed them, and the child added: "They're my sister's but my mother lets me wear them."

Another case concerns the little boy who cried at the end of the day because there was only one pair of galoshes left in the cloakroom and they were not his. His teacher searched in all corners and under all desks and finally gave up, unable to find any other galoshes. Almost out of patience, she asked, "How do you know these aren't yours?"

"Mine had snow on them," the little boy replied.

The new Administration is intent on avoiding confusion. Mr. Nixon's aides have been referring to the capital as Washington, D.C. That must be so we won't think they'll be running things from Washington, Iowa, or Washington, North Carolina. Reminds me of the youth I met a couple of years ago: when I asked him where he went to college, he said, "Harvard, in Cambridge, Massachusetts."

In his book about the murder trial of Carl Coppolino in New Jersey in 1966, John D. MacDonald explains how newspapermen were able to stop TV reporters from butting in on interviews. When the jury went out, the three TV networks arrived on the scene to record the big news when the verdict came in. Their mobile units took up positions around the courthouse grounds. Then the TV reporters infiltrated groups of newspaper people who had been with the trial since the beginning. "This is called instant research," MacDonald writes in *No Deadly Drug* (Doubleday). He continues:

> One evidence of how inadequately the television news programs prepare themselves for this kind of news is their willingness to move in, with lights and camera, when a principal in one of these trial dramas is being interviewed by the press. As the TV men do not know what questions should be asked, and the newspaper people do, they let the newspaper people ask the questions, and in that sense they hitchhike on the interview and, more often than not, are on the air before the newspapers containing the interview hit the streets.

MacDonald says journalists finally came up with an effective defense. They salted their questions with a few earthy expressions. "Mr. Bailey, is the defendant——off at the treatment he's getting in the papers?" "What the——does he plan to do now that it's all over?" "Is he going to sue, or doesn't he give a——?"

MacDonald says that roars of indignation from TV crews proved the effectiveness of the device, which forced TV folk to do their own work.

When the Millard Fillmore Institute of Los Angeles informed me that I was to be awarded their honorary Doctor of Humane Letters, I declined. Addressing me as "Doctor," the directors of the Institute then sent me the sheepskin and said that I had to accept it, whether I wanted it or not. Investigation proved that the Millard Fillmore Institute will give the honorary degree to anyone who pays the registration fee of $10. The head of the institution, John Klempner, who earned his Ph.D. at Michigan State, says he does this to make money and to call attention to the "hypocrisy of honorary degrees in the U.S." And it appears that the Institute's only business is the manufacture and sale of such diplomas. It is named after Fillmore because he was the only President honest enough to turn one down. When Oxford offered him an honorary degree, he replied that he had done nothing to deserve it and would not accept it. (Maybe that's why he was nominated by the Know-Nothing Party.)

After spending about thirty years in the underworld, a gangster named Joe Valachi found himself in prison. Through a variety of circumstances, he began to talk, and for the first time in history the Government got the story of the Cosa Nostra from a member. To keep him going, agents encouraged Valachi to write everything down. So this racketeer with no more than a seventh-grade education jotted down 450,000 words in longhand, a day-by-day account of his career in the Cosa Nostra including everything from murder to buying presents for baby.

"Some day your memoirs will be published," the Justice Department told Valachi, making a deal with writer Peter Maas to collaborate. That was three years ago. But when word got out about the forthcoming exposé of the Cosa Nostra, prominent Italian Americans put pressure on the White House to kill it, on the grounds that it would be detrimental to the Italian image. The book was suppressed. But now the story is out, written by Maas himself on the basis of his own interviews with Valachi. It's called *The Valachi Papers* (Putnam), and if you want to meet some miserable, unprincipled characters, detrimental to the American image, read it.

Sharps and Flats: A Puerto Rican firm advertises: "Martin A. Nugent & Co. Exterminators Extraordinary. Satisfaction guaranteed or double your bugs back."

►In *Save Money and Grow Rich*, published by Lyle Stuart, one way would be to stop smoking, according to author John W. King. A pack a day for fifty years amounts to an expenditure of $25,333.04.

►Speaking of Lyle Stuart, when he attended the Frankfurt Book Fair, he closed his business in New York and took along his entire office staff of twenty-two, throwing in a tour of Rome, London, Copenhagen, and Monte Carlo to boot. (He must have quit smoking fifty years ago to be able to afford that.)

►Marjorie Neagle was reading a long story in a Boston paper about the holiday automobile accidents. One paragraph was headed: FATHER OF ELEVEN FINED FOR NOT STOPPING.

►"OKAY TO BIND WOUNDS OF CIVIL WAR," said a telegram received by book manufacturers Cushing-Malloy. It was from the University of Nebraska Press, and it was not as bloody as it sounds. It merely referred to Thomas Lodge's play, *The Wounds of Civil War*, to be published in April.

►One of the books offered by the Literary Guild to new members is, according to the cover, John Steinbeck's *Flat Tortilla*.

►In *Madison Avenue* magazine, Robert H. Nutt writes: "He may be Hector Hugh Munro to you, but he's Saki to me."

►Show me a stopped-up Chinese chimney and I'll show you a Hong Kong flue.

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European Literary Scene

Robert J. Clements

Let's face it. We shall never really dispel the notion that Southeast Asia is the last repository of ethics and sanity, the Occident being engulfed in materialism and mechanization. The beatniks kept the idea alive with their cult of Zen Buddhism. That the hippies have espoused it as well is illustrated by the Beatles' pilgrimage to Benares. The affinity between the hippie mind and that of the stereotypical Southeast Asian is the theme of Pierre Blanche's *Les Pagodes* (Flammarion), whose poor and honest hero, Etienne Berlize, arrives in the Orient filled with both hope and hostility. Although not an activist yippie, Etienne is disgusted by Americans and Western Europeans and by the way of life they are transplanting to the paradises of Sumatra, Djakarta, Hong Kong, Singapore, and Bangkok. "Americans were synonyms of drunkards (one reason for the failure of American politics) to the point where in Bangkok and Saigon the girls remain virgins; these earn their living off the percentage on drinks in the bars, then, their customers stretched out on the floor, they go off to sleep alone." These lines illustrate both the strength and weakness of *Les Pagodes*. Blanche's Westerners are caricatures of vice; his Easterners, even the attractive B-girls and massage-girls of Bangkok, are paragons of virtue. The one virtuous white man is, of course, Etienne.

Etienne's quest for peace and friendship finally settles him amid the orange-robed priests of a Thai pagoda, one of those golden *vats* where any of us would be happy to pass a lifetime. It is the ideal refuge for a hippie. "There was among the Buddhist holy men and the esthetes of Greenwich Village a deep link, a kinship." Blanche himself has lived in monasteries in Greece and Thailand, a long way from his native Vendée.

Italy's prestigious novelist Giorgio Bassani is associated especially with Bologna, where he was born, and Ferrara, the locale of several of his volumes. His *Five Ferrarese Stories* of 1956 won the coveted Strega prize, and his *Garden of the Finzi-Contini* (on the Jewish society of Ferrara) the Viareggio prize in 1962. He is often identified with the Jamesian tradition. Now Bassani has written *L'Airone* (Heron), published by Mondadori. The hero is a composite of two Jewish landowners of Ferrara whose personal tragedies have depressed Bassani for twenty years. While hunting in the little valleys of Comacchio one wintry Sunday, Edgardo Limentani first becomes conscious that he is dying "from within." He suddenly feels as useless as the herons which he hesitates to shoot and whose only lasting value is as stuffed ornaments. His love of solitary hunting is clarified now as a mere desire to get away from home and family, a flight from life to a death ritual. Later, before a window display of stuffed animals and birds on a busy city street, he achieves a heady awareness of the happiness with which death will crown his futile life. (It was before just such a garish display that Bassani "intuited" both the message and the form of this novel.)

Death has in fact always haunted the novels of Bassani. *Clelia Trotti* began and ended in a cemetery; *Finzi-Contini* opened among the Etruscan tombs of Cerveteri, and so on. Cesare Garboli finds two levels of meaning in this latest work. "It is an allegory of the creative process: the meticulous obsession with which Limentani measures time, space, qualities, and symmetries of things. It is also a novel imbued with an increasing comicality, with Baudelairean laughter over the coincidence of tragedy, absurdity, and stupidity."

Although we have dutifully chronicled here the appearance of new works by Alfonso Sastre, Antonio Buero Vallejo, Fernando Arrabal, and other playwrights widely known in Spain, there is another group of talented dramatists worthy of mention, though their plays have not been performed in Spain. These include José Ruibal, José María Bellido, and Antonio Martínez Bellesteros. Ruibal, formerly a Madrid newspaper reporter, has written *El Asno* (The Jackass), published in the U.S. in the fall 1968 issue of *Modern International Drama*, that most useful quarterly published by Pennsylvania State University Press. Ruibal's *Los Mendigos* (The Beggars) and *El Hombre y la mosca* (Man and Fly) are scheduled for publication in Spain, the former by *Primer Acto*, the theatrical magazine edited by José Monleón, and the latter by Ediciones Taurus, both with introductions by George Wellwarth.

Martínez, a life-long Toledoan, is the author of *En el País de Jauja*, published here by *First Stage* as *The Best of All Possible Worlds*, and *El Héroe*, which the same journal will print next year. Bellido, a former hotel owner in San Sebastián, wrote a brilliant allegory, *Football*, issued here in *Modern Spanish Theater* (Dutton). Other plays of his have appeared in other countries but never in Spain.

This illustrates the dilemma of writers under Franco, which recently led Gonzalo Arías to produce a novel about a man walking down Princesa Avenue in Madrid while carrying a poster urging nonviolent protest. In *The Man with a Poster* (Tchou, Paris) the hero is set upon by two policemen and arrested. Arías, a UNESCO worker and conservative Catholic, deciding to live the life of his fictional character, made the same sortie one Sunday in Madrid. Not two but three policemen hauled him away.

West Germany continues to open its theaters to plays from behind the Iron Curtain, the latest occasion being a premiere in Bonn, under the direction of David Esrig, of *The Shadow*, by the late Yevgeny Schwartz. The Hans Andersen fairy tale about a scholar who falls in love with a princess is turned by the Russian playwright into a political fable. Not only does the hero's shadow detach itself and try to win the maiden, but it wins power over the state bureaucracy and enlists its assistance. Only when the scholar is defeated and in danger of death does the shadow realize it might not survive his death. The trickster is tricked.

Dortmund was treated to Max Brod's dramatization of Kafka's *The Castle*, completed in 1953. Brod also made a play from Kafka's *Amerika* in 1957. The nine scenes of *The Castle*, produced by Gert Omar Leutner, are enhanced by the incidental music of Karlheinz Stockhausen. Brod, Kafka's old friend (born 1884) and biographer, who now lives in Tel Aviv, came to Bonn for the first performance.

Among the new books from England are two by artist-writers. One is *Stories and Drawings*, by Roland Topor (Peter Owens). The young Pole, currently a resident of Paris, is at the moment explaining over BBC his ghoulish fictions and drawings of the absurd. If you enjoy piglets suckling at a man's bared arm, or mice peeping from a woman's breasts, you will love Topor. Ronald Searle calls him "a one-man explosion, entertaining and frightening, occasionally breathtaking with the unexpected."

The second artist-writer is Adrian Henri, Liverpool's current idol of pop art and pop verse. His *Tonight at Noon* (Rapp and Whiting; McKay will publish here in March) includes his contributions to the popular anthology *The Liverpool Scene* plus many new poems. Their wacky quality is embodied in a single-line, delayed-fuse poem that runs: "Liverpool I love your heavy-handed tons of soil."

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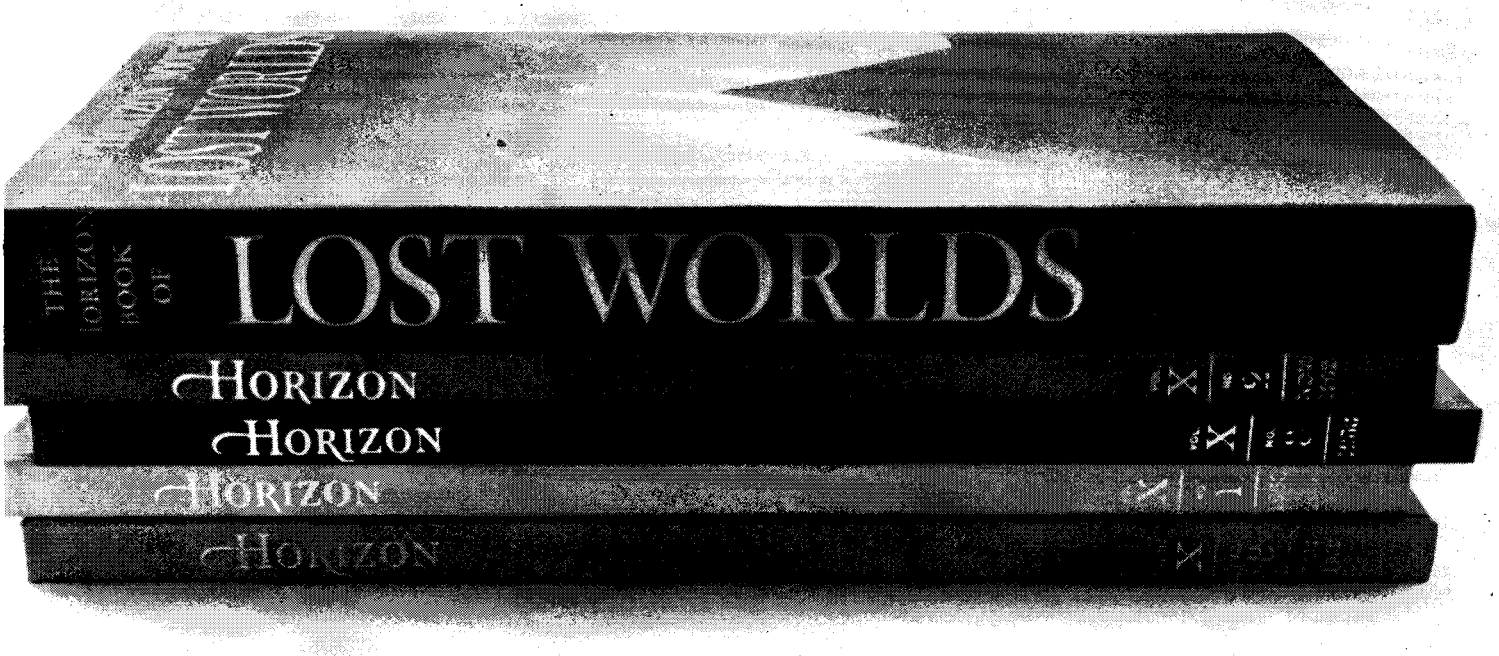

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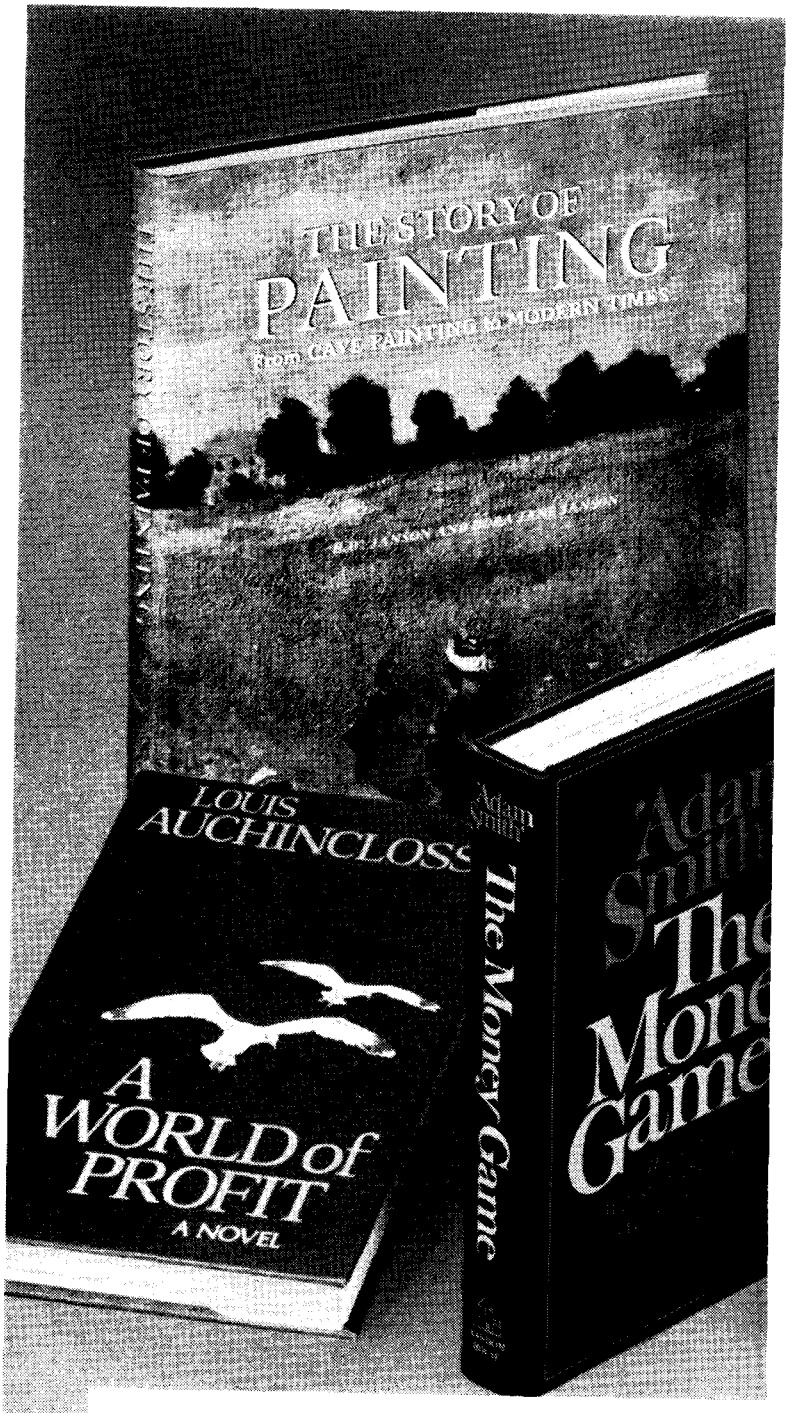

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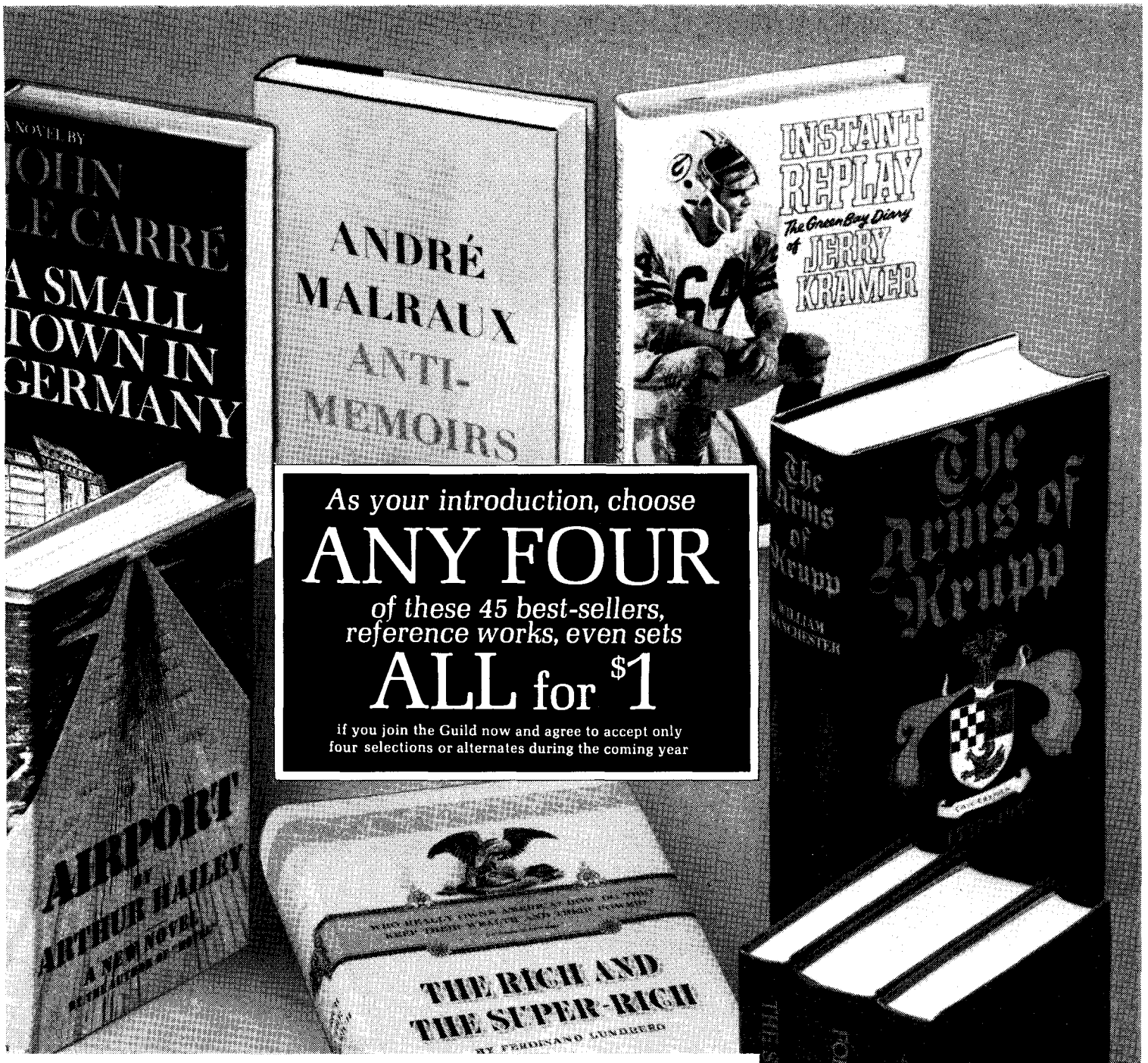

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Saturday Review
January 4, 1969

Eric Sevareid

Richard Nixon's Mandate

"It may well be," writes one of America's most distinguished political observers, "that we have seen the end of innocence, of popular excitement in our Presidential elections, and will behave from now on much more like the Europeans in theirs—and Nixon will govern in this spirit."

RICHARD NIXON was elected the thirty-seventh President of the United States by a minority of the population. When he takes office later this month, he faces the formidable task of divining and reflecting the will of the majority. The majority did not tell him what that is, save in most general terms. They would like an end to the Vietnam war, of course, and they would like to feel safe in their homes and streets. Beyond that, they would like to dispel the haunting fear that common trust among the people, which must hold any society together, is being eroded.

They chose the man made available by our unique and inexact political processes who was not associated in their minds with the worries and the wounds of the past few years. They picked the new leader in cool blood, with little of the old enthusiasm, expecting no miracles. Their emotional relationship to him was hardly Freudian —not at all like that between the late Senator Kennedy or Senator McCarthy and young followers who seemed to expect of the federal governing establishment that it be to them as a parent or a lover. The voters picked not so much a different *man* as a different approach, or what they hope will prove to be a different approach.

It is bound to be different. The normal political cycle of action and reaction, of synthesis and antithesis makes that inevitable. Whether the new approach will serve the purpose is another question. Prophecies on that score, at this point, are foolish. Only negatives can be advanced with a measure of certainty.

A fundamental commitment that any government undertakes will not be breached soon again, in however well intended a fashion. That commitment, more fundamental than any treaty of alliance, is that the Government shall not send the young men of this country abroad to die in war unless the security and the vital interests of the United States are unmistakably concerned. Vietnam has been a violation of this commitment, a war into which we moved step by well intended step, walking backward. The new regime, because of the lessons of recent years, will adhere much more closely to a principle expressed by Winston Churchill in his very young years—that there is a definite if not always easily identified limit to what one nation can do on behalf of other nations at the expense of its own people.

THE new regime will be very sparing of promises to alien societies. It will not repeat the mistake of President Kennedy, in his first official months, when he said that we would try to renovate the economies of Latin America in ten years' time, an implied promise that set some progress in motion, but excited expectation far more.

Mr. Nixon has refrained from promises of that kind even to our own people. He knows that we are in deep trouble at home not only because these social and racial problems are inherently very difficult to solve and the programs for solving them may have been hastily conceived, but also because progress itself has been outrun and discounted because of the impatient expectations stirred by the promises.

For many years now the procedure has been, first, a grand conception and heraldic slogan, whether it be the War on Poverty or the Alliance for Progress, or in Mr. Rusk's favorite term, a world order; then messages to Congress filled with very moving rhetoric; and finally large appropriations and the hasty throwing-together of another federal agency. A crusade seemed the only way to get anything started.

IT cannot be done that way anymore. Nixon has, in fact, not even put a label on his own regime. No "New Deal," "New Frontier," or "Great Society." He campaigned in cool blood and he was elected in the same spirit. It may well be that we have seen the end of innocence, of popular excitement in our Presidential elections, and will behave from now on much more like the Europeans in theirs—and Nixon will govern in this spirit. He could not do otherwise if he wished; he is not an exciting person and he knows it and cherishes no grand and exciting designs so far as anyone can discover.

He will try to bring about a gradual though not full withdrawal from the mainland of East Asia. He will not dare or wish to reduce American power in Europe or in the Mideast because potential flash points lie in those regions;

Eric Sevareid is a news commentator and analyst for CBS.

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he will try to bring our world balance of payments into better order.

He will try to find a more rigorous federal approach to diminishing crime and mass violence. He had no dramatic new ideas to offer in this respect during his campaign; I doubt that there are any. Federal financial help and expertise can be made available in the realm of police personnel and tactics; otherwise the federal role is limited. There is no magic in Nixon's naming of John N. Mitchell as the new Attorney General. Ramsey Clark struck many Washington observers as one of the better performers in that office. There is no magic in new appointments to the Supreme Court. Their decisions on the rights of defendants are not the core of the vast problem. Far more important are the tragically crowded dockets of our courts at all levels. If hundreds of new judges and courts could be created—federal, state, and municipal—we might make some progress in diminishing conventional crime.

Whether he can make serious inroads on the massive, festering, explosive matter of the crowded city slums, into which nearly 20,000,000 mostly unskilled, poorly educated, psychologically lost and alienated people, many from rural regions, have moved in the last twenty years remains to be seen. With the best will and the best means, this is the work of a whole generation. Mr. Nixon has deeply committed himself to the method of tax credits to private enterprise, to bring their efforts at urban renovation into the picture. One writer has described this as drowning the already rich in money in order to sprinkle the poor. This prediction may be too cynical but almost no one now in Washington thinks this approach can be of more than fragmentary help.

One thing seems fairly clear: if the new President *is* obliged to revert to large federal outlays, it will have to be done by new processes and structures. The approach that began with the New Deal has exhausted itself to a certain degree; the huge, centralized federal bureau cannot deal effectively with these complex, intimate, personal, and group problems of poverty at the neighborhood level. Both power and money must begin to flow back toward the states and the municipalities. A new relationship must emerge. President Johnson, quite aware of this, called it "creative federalism." There will have to be direct grants to state and local governments but there will also have to be new, trained minds dedicated to serve at these levels. A few universities and foundations are now attempting to encourage and train new talents in these directions. Political philosophies will mean little; there won't be many conservative approaches or liberal approaches; it will be social engineering.

IN this process of restructuring government, regional authorities of various kinds will have to emerge, to deal with many complex and pressing problems, including our waterways and highways, air pollution, and rapid transit. The present structure is not effective; this, too, will be the work of many years.

Mr. Nixon cannot do so very much about all this in four years' time (we might be in for a period of one-term Presidents, so short has the national patience and attention span become), and he will be able to do very little indeed unless these last eight or nine years of steady economic growth continue. Eisenhower somehow survived three distinct economic recessions and survived them with the people's trust; Mr. Nixon, who has yet to win that trust, could not easily survive one. He needs some of that famous Eisenhower luck, and he is going to need, and has a right to expect, some forbearance, some benefit of the doubt from various people, including many press critics, for some time to come. He needs this because our common fate needs it.

How long this period of forbearance may last, nobody can say. Events and the President himself will decide that. It will be cut short if the Vietnam war flares up again into heavy, sustained fighting and casualties; it may be cut

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short if the new President tries to go ahead with the policy he stated during his campaign of striving for a bigger nuclear superiority over the Russians, which would almost certainly check the negotiations for a leveling-off that the Johnson Administration is trying to get back on the track. To go that way would strain federal financial resources almost unendurably and make impossible any massive federal attack on domestic ills. Hopefully, Nixon will quietly forget his campaign bravado.

There is something else that can cut short the Presidential honeymoon. This is the inner nature of Mr. Nixon himself; he is a conditioned-reflex personality. He is more like Lyndon Johnson than most people imagine. He, too, likes indirection; he tends instinctively to mask his moves with various disguises. It is not natural to either man to say simple, straightforward things to press or public. This is why another so-called credibility gap may develop, beginning with relations between the White House and the working press. The press was conditioned to look for hidden motives behind almost everything Mr. Johnson said and did. This lack of trust is bad business; it poisons the Washington mental climate and spreads outward to the people. Mr. Nixon, who knows he is not widely loved, has said that the people's respect is more important than their love. This may be true, but the foundation of respect is always *trust*. Mr. Nixon seems to have taken Woodrow Wilson for his personal model. It was Wilson who observed that a President the people trust can not only lead the people: he can also form them to his own views.

Mr. Nixon is a party man, far more than was Eisenhower, even more than is Mr. Johnson. He will try to work at another big task—the building and solidifying of the Republican party as the majority party of the country, which it has not been since Hoover's time, the Eisenhower interregnum notwithstanding. There seems some chance that Nixon can do this, building upon the suburbs and rural areas everywhere, and upon the Midwest, Far West, and border states, plus what he calls the "new South" in general. He will try to confine and isolate the Democrats in the big, Northeastern industrial regions.

This implies a swing to the right in this country, though not to the far or radical right as symbolized by Wallace; to the near right of center. This seems to frighten a good many intellectual liberals. Robert Lowell has written the following: "I have a gloomy premonition . . . that we will soon look back upon this troubled moment as a golden time of freedom and license to act and speculate. One feels the steely sinews of the tiger, an ascetic, 'moral,' and authoritarian reign of piety and iron."

WE have never experienced a Bismarckian reign of piety and iron, and I do not think we will. If mass violence gets worse in the great cities, the police and military reaction will get more severe, because it will have to, but this ought not affect directly more than a small minority of the people. Mass crime is still crime, even when committed by those who have been cruelly shut out from the promises of American life, and it cannot be endured.

American society is not "sick," though it contains many sick individuals. An indictment cannot be drawn against a whole people. If everyone is guilty, then no one is guilty. If there *were* mass guilt, then there would have to be mass punishment, and that is beyond the thought or means of a democracy.

This is indeed a critical period, but we don't stand at Armageddon, the great, the final day of judgment on America. Most of the continuous upheaval is of a positive, not a negative, nature in its impulse. A basically healthy society is trying, for one thing, to cleanse itself of the one serious, chronic virus in its bloodstream, which is racism.

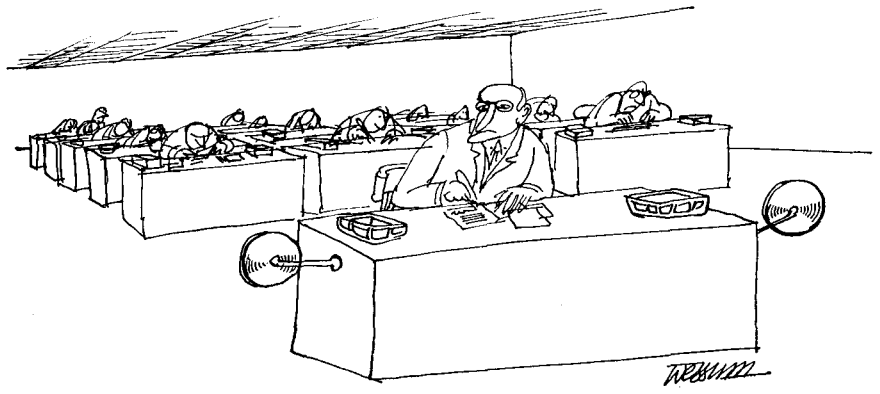
The Negro passion of our day seems to be the closest thing to a true people's revolution that this country has experienced. But it has followed the historical pattern in which revolutions do not produce change, in the first instance. Instead, change produces revolutions which then continue change. Totally ground-down masses of people do not make revolutions. They are usually set in motion by a small minority of intellectuals, in a general atmosphere of intellectual freedom, not repression, and they gather strength when changes *have* been made—such as the historic court decision on school desegregation—when light is seen at the end of the dark tunnel; that is, when *hope* is aroused.

Never in our history has there been such freedom of expression as there is today; never such concern with the downtrodden by the so-called Establishment; never such concern for youth; never such concern for defendants by police and court authority.

Many who are young will take that as an astonishing statement. That is because youth can measure in only one direction—from things as they are forward to their ideal of what things ought to be. They cannot measure backward, to things as they used to be, because they have not lived long enough, and they cannot measure laterally, to the condition of other societies on this earth, because they have not yet had the opportunity to know them well. Older people must add these two measurements. This is the core reason why the generation gap exists and why it will always exist.

It is not our freedom that is in jeopardy, in the first instance; it is our public order. If that breaks down, freedom will be lost, and, though the young new leftists do not seem to believe it, so will the prospects for greater justice. There is a lesson of history they do not accept: any people, put to the test, will prefer order, even tyranny if it comes to that, over anarchy, because anarchy is the worst tyranny of all, in which no one's policy or program can have effect.

Public order is in some jeopardy, and so is the capacity of our institutions to deal with the pressing problems. If they press very painfully, it is not because of venality in high places or ignorance, or because of apathy on the part of the much-abused middle class. It is because in a very short period we have had a demographic revolution—millions pouring into the cities; a new scientific-industrial revolution which rapidly alters our daily lives and surroundings; a communications revolution which has intimately brought every condition and problem into everyone's ken; and an educational revolution which has made some measure of learning all but universal and which has thus encouraged extra millions to wish to play some role in the



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articulation or the solution of these problems.

Mass education and intimate, mass communications are turning us in the direction, at least, of direct democracy. The ancient Greeks believed that a citizenry of about 5,000 people was the manageable maximum for direct democracy. We shall see how it goes with 40,000,000 activists taking part. Public indifference to public affairs is by no means the whole problem. The problem is also of an opposite nature—too many untrained cooks in the kitchen.

One way or another, we are going to experiment our way, muddle our way through, if the world stays at peace. We *do* face a period, perhaps a long one, of a kind of guerrilla war in the big city ghettos, spasmodic in nature, often frightening in its effect. But nobody is going to "burn this country down" or "tear this country apart" as some of the militants so shrilly proclaim. We are not fundamentally a hating or oppressive people. There is still a deep evangelical streak, a true collective conscience, and it has been aroused.

The November election gave testimony to that effect. Wallace got a vote of more than 9,000,000, but most of it was geographically centered. He discovered that he was wrong in his repeated declaration that what he calls the red necks outnumber the others. The election showed very few surfacing currents of revolutionary sentiment, in spite of all the talk of the militants. The country supposedly was torn apart in spirit, its politics dangerously polarizing, yet it went right on with its normal pattern of reaction, in the test. It was reminiscent of the French people last spring. For several violent weeks they looked into the abyss of anarchism and extremism; then, given the chance of expression in another plebiscite, they went right back to de Gaulle and order and what seemed normal.

Until we do get our own house in better order, we shall not be able to play an exceptionally strong role in trying to get the world itself in better order. The existentialist faith in foreign affairs, as exemplified by the Kennedy brothers, the feeling that we do not exist in the world unless we *act* in the world—this faith is declining, as it had to. No one, anywhere, is going to believe in American promises, such as the one that we will abolish poverty in Asia, made by Mr. Johnson on his Far Eastern tour, when they see how desperately difficult it is for us to abolish poverty in our own country. Hopefully, the new Administration, along with the Congress, will undertake a truly searching re-examination of the very premises of our foreign policy of these last twenty years.

This nation is not going to go isolationist in the old-fashioned sense: we could not even if we would. But, of iron necessity, the heaviest concentration of the new Administration is going to be on our domestic affairs. Even some of our friendliest allies abroad are urging this course upon us.

This country has not yet realized itself; we have not reached our full potential. We have built a successful nation, but not yet a successful society or culture. If we could do that, we could bring to the world the greatest possible gift and blessing, and one within our real powers.

First, we must somehow find our way back to a greater measure of common trust among ourselves. This is what Senator Muskie tried to tell his audiences this autumn. We *have* to trust others, he said, even those whom we may fear and who we suspect may wish us harm. We must, each of us, take this risk. That is what built this country when you get down to it: risk—and trust.

"Allan, hurry, our son is on the 11 o'clock news."

Your Literary I. Q.

Conducted by David M. Glixon

DRAMACROSTIC

Fill in the blanks with the theatrical terms defined in Column One, and the initials of the correct answers, reading down, will spell out the name of an important American play (article omitted). Your quizzer is Sr. Mary Emmanuel of Gwynedd Valley, Pa.; for the solution see page 68.

1. Young innocent female: _____
2. Dance planner: _____
3. Speech to audience at end of play: _____
4. Elizabethan court entertainment: _____
5. Major character opposed to hero: _____
6. Stylized Japanese play: _____

7. Amusing Italian improvisation: _____
8. Drama featuring singing: _____
9. Determinant of character's action: _____
10. Short musical interlude: _____
11. Traditionally, originator of Greek drama: _____
12. Pride, in a Greek tragic hero: _____

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A Year to Remember

WITHOUT taking anything away from 1968, surely a year to remember, there have in U.S. history been other years as eventful, as ominous, as difficult, and as filled with movement. The calendar just closed saw a bloodless revolution by the American people against the Vietnam war, the voluntary retirement of a President who desperately wanted peace and could move toward it in no other way. The nation's streets flowed with revolt and protest and, in Chicago during a great national convention, blood as well. Urban citizens went from one labor crisis to another, particularly in New York where teachers, sanitation men, firemen, electrical workers, fuel truckers, transportation unions, civil servants of all sorts, even the police, either went out on strike or threatened to do so. Campuses from San Francisco to Columbia seethed with such violence that the purposes of student protest were often obscured or even unannounced. Great waves of illness poured over the nation as though no medical advances had been made since the plagues of the Dark Ages. Assassination seemed the order of the day. A third-party candidate for President campaigned on a hate and repression platform without precedent in this country, and won almost 10,000,000 U.S. voters to his cause. It was, in the end, a year of movement and distress, of four-letter words, and the beginnings of hope that we at last have begun to understand that our racial problem is close to the critical mass. It was a year of choking pollution, of nearly saturated transportation in the air and in the cities. Seldom since Job have so many ills risen to the surface of man's consciousness in a single season as the season of 1968.

YET, in all the days of our years as a nation, we have had worse and more critical winters of our discontent. Indeed, in almost all of our national crises it has seemed to the men and women who had to live through them that nothing as forlorn had ever inflicted mankind before and that they were at this moment being asked to suffer beyond the limits of human patience. And, of course, this has not been so, as it is not so in the early days of 1969. A quick look at other eras and other new years, even in the short span of American history, makes one thing perfectly clear: 1968 was by no means unique and was, in fact, nowhere near the boiling point of disaster reached and overcome half a dozen times before in U.S. history. Go back quickly to the bloody snow and starving, frozen men who camped in the hills just west of Philadelphia in the desperate winter of 1778 at a place now holy to the American, but a nightmare called Valley Forge almost two centuries ago. There the ragged Continental Army had waited and starved, in the ghastly bloody frost of a winter filled with sleet storms and despair. Men had deserted hourly, sickened and died hourly, but there had in the end been a catalyst named George Washington and a cause named liberty of sufficient challenge to keep the heroic 11,000 patriots together until spring, and victory.

Abraham Lincoln, just over a century ago, told his fellow citizens in Springfield, Illinois, as he departed for the White House early in 1861: "I now leave, not knowing when or whether ever I may return, with a task before me greater than that which rested upon Washington." And at his Inaugural a few weeks later, he could look upon a fracturing land that would split in two with the firing upon Fort Sumter and still say to his fellow Americans: "We are not enemies, but friends. We must not be enemies. Though passion may have strained, it must not break our bonds of affection. The mystic chords of memory, stretching from every battlefield and patriot grave to every living heart and hearthstone all over this broad land, will yet swell the chorus of the Union when again touched, as surely they will be, by the better angels of our nature." No better angels came, however, to relieve Lincoln's anxiety or the nation's for four more long, bloody years, each January of which seemed to those who had to live through it more forlorn than ever—until at last it was all over and the Union had been saved.

How can you explain to someone who was not there what it was like to live during the ghastly months just before Franklin D. Roosevelt took office for the first time? So many millions were out of work, some of them actually starving, that one American family in two was directly affected. Trade was as close to a complete standstill as trade can get,

(*Continued on page* 63)

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Letters to the Editor

The Right to Strike

In his article, "The Revolt of the Civil Servants" [*SR*, Dec. 7], A. H. Raskin stopped before he got to the end of his line of thought. Except to ask if "there is a way out of this morass," he does not address himself to the question of legalizing strikes for public employees. No long-range peace with civil servants will be forthcoming (as indeed it was not in the private sector) until the law recognizes that the workers, under certain limited conditions, should be allowed the right to strike.

The conditions under which an injunction should be used to end work stoppages include situations in which: 1) there is a clear and present danger to the health or welfare; 2) all administrative means for the resolution of the strike threat have not been fully utilized, such as mediation, fact-finding, and/or arbitration; or 3) the date of adoption of the budget for the governmental unit in question is imminent. In all other instances in which governmental workers are involved, there should be recognition that the partners are equals, and that if they are not, the law should make them so. This is the essence of the success of collective bargaining in the private sector, and it must be the ultimate answer in the public sector as well.

I am in the business of preparing school administrators and have come to the reluctant conclusion that we are long overdue in teaching them the rules of the game as it will be played from here on. School administration will continue to function, although not in its usual paternalistic form. There will be no doubt that the superintendent will be management's man, and he will have to play the game as such. Unfortunately, we have not equipped him to take that role in a very rapidly developing bilateral situation. How can educators adopt part of the collective-bargaining process, and shun the rest?

M. Chester Nolte, Head,
School Administration
University of Denver,
Denver, Colo.

A New Kind of Looking

Henry Steele Commager's article, "1918-1968: Is the World Safer for Anything?" [*SR*, Nov. 9], is an imposing summation of horrors, in impressively balanced phrases. But surely such scholarly eminence can find some better counsel than he offers to spur us toward saving ourselves.

He asks: "Is it too much to hope that we will return to our traditions and rediscover our true character?" Of course it's too much! Or too little, one thinks after reading his paragraphs particularizing the ways our "tradition" has sharpened the world's ills. Fortunately, return is never possible. The very nature of being—which is *process*, on every level—forbids simple return. But that same process offers hope, if we can look at today and tomorrow differently from the way we looked at yesterday. Public catastrophes are not too difficult to celebrate, but it takes a new kind of looking to find the tiny, daring experiments in new ways of dealing with necessity.

There are new things happening today: cooperative industrial entities in England that are creating new relations between money-owners, managers, and workers; a land-based community that sustains a black-white brotherhood in the hostile heart of Georgia; a tiny but viable project where Cheyenne Indians rediscover their capacity to manage their own lives; a cluster of young people from East and West building a youth camp in Russia and a new way of understanding each other. There are even a few scattered groups who are discovering ways to focus psychic energies to open new capacities for changing stubborn realities.

Tiny, fragmentary, unnoted by the great of the earth, these are a kind of happening that could conceivably point the way out of our "blunders and tragedies." Here is a task for scholarship—to identify, analyze, and experiment with these beginnings. This intellectual pioneering seems more worthy of what I suppose Professor Commager meant by our "traditions" than the present massive involvement of scholars in arms technology and cold war ideology.

Margaret Snyder,
Arlington, Va.

No doubt about it, we should discover our nature—our human nature. Philosophers define man as "the moral animal," but does the evidence uphold this? Since man's moral and compassionate nature seems so neatly balanced by his baser instincts and since his brilliance seems equaled only by his stupidity, perhaps man is as amoral as he so unilaterally classifies all other beings.

Mahlon Speers,
Colorado Springs, Colo.

Calling All Eakins Owners

I am writing a book on the American painter Thomas Eakins, which will include a *catalogue raisonné* of his works. I would appreciate it if anyone who owns work by Eakins, with whom I have not already been in communication, would write me at the Whitney Museum of American Art, 945 Madison Avenue, New York, N.Y. 10021.

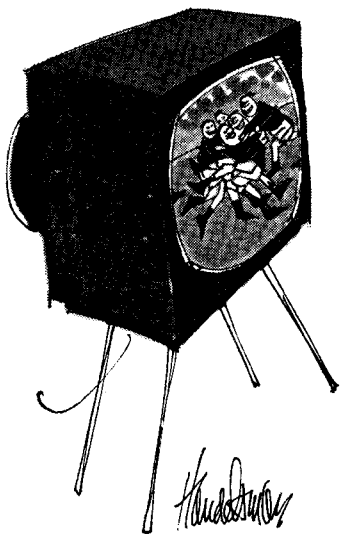
Lloyd Goodrich,
Advisory Director,
Whitney Museum of
American Art,
New York, N.Y.

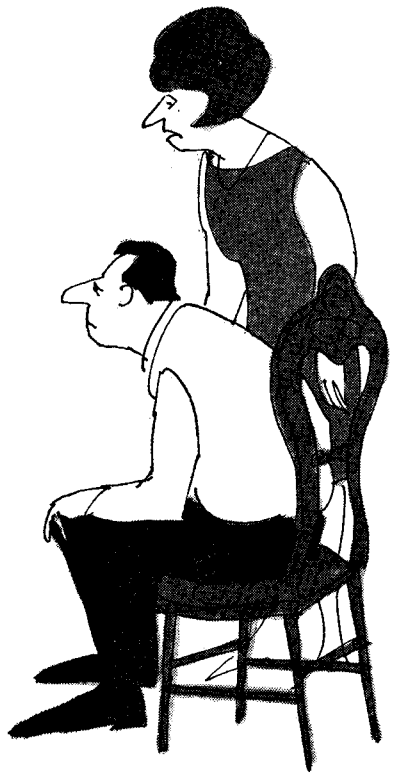
A Helping Column

I think Robert Lewis Shayon should know how his column, "The Cigarette Issue" [TV and radio, Oct. 21, 1967], has been in a large part responsible for my success so far in defending and helping to enforce the FCC ruling requiring TV station licensees to grant free time to public health agencies for anti-smoking messages.

A number of people and organizations who had an interest in the problem contacted me as a result of the column and offered help. Mr. Shayon gave me the courage to carry on a very one-sided fight at a time when the FCC decision might well have died.

John F. Banzhaf III,
Executive Director, Action on
Smoking and Health,
New York, N.Y.





"Some people aren't afraid of showing a little affection and tenderness."

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SR Goes to the Movies

Arthur Knight

'Twas The Season To Be Jolly

ODD INDEED were some of the Christmas packages that the movie companies chose to deck their halls with this holiday season. Last year, of course, with an inscrutable instinct for bad timing, Columbia established a record of sorts with its release of *In Cold Blood*. This year, however, it was the sheer force of numbers that was so impressive—or perhaps better, *de*pressive. Thanks to Hollywood, one could make merry with such items as *The Sergeant*, in which a sadistic Army topkick discovers that he is also a homosexual; *The Brotherhood*, depicting the happy home life of a Mafia *capo; Up Tight*, a chilling study of a Negro informer during the Cleveland riots; and *The Killing of Sister George*, whose Lesbian theme Hollis Alpert will explore next week.

Certainly the most interesting and complex of these is *The Sergeant*, adapted by Dennis Murphy from his own novel, directed with taste and sensitivity by a youthful John Flynn (his first film), and featuring uncommonly persuasive performances by Rod Steiger and John Phillip Law. Before the titles, in what amounts to a black-and-white flashback to World War II, Sgt. Callan (Steiger) single-handedly wipes out two German machine gun nests, pursuing and killing one of the Nazis with his bare hands. But after the killing, he holds just a little too long, looks at the corpse a little too longingly. The film itself begins in 1952 when the Sergeant—older, greyer, his chest resplendent with hero's medals—arrives as top sergeant assigned to a petroleum depot in France. He moves swiftly to assert his authority over both officers and enlisted personnel, singling out one man, Swanson (Law), as his virtual slave, and making little effort to conceal his hostility toward the young fellow's French girl friend. The story reaches its climax when, after having been rejected by Law, Steiger kisses him passionately.

There is, however, a good deal more to *The Sergeant* than merely the case history of a homosexual. As soon as one poses the question of how he could have concealed his latent tendencies for so long, one realizes (as in *Reflections in a Golden Eye*) that the Army provides a base of power that not merely gives rein, but tacit approval to sadistic impulses. Callan's fall, his exposure, came because his friendship was rejected and his authority challenged. When he felt he had lost control of young Swanson, he lost control of himself. The marvel is that at the end of the picture one feels, with Swanson, more pity than revulsion for Callan, and an awareness that the qualities that make a first-class soldier can also result in a pitiable human being.

No doubt some of the same sense of pity and understanding is intended for the finale of *The Brotherhood* as well but, as written by Lewis John Carlino and directed by Martin Ritt, the film fails to create either characters or situations that compel an emotional response. Perhaps it is difficult in any case to identify with Mafia types, but it becomes even more difficult when one can so readily identify them with Mafia types from earlier pictures. As a result, interest tends to center about subsidiary aspects of the film—such well drawn background materials as the wailing women at an Italian funeral, meetings of "the syndicate" as it draws up orderly, business-like plans to take over the entire electronics industry. Unfortunately, however, when the film tries to come to grips with its central themes—the contrast between the impassioned loyalties of the old Mafia (embodied in older brother Kirk Douglas) and the bloodless efficiency of the new "syndicate" (embodied in younger brother Alex Cord), and the duality of the roles these men must play in their homes and in society—the picture becomes trite and melodramatic, its people predictable.

Credit for the year's most preposterous picture must surely go to Jules Dassin, whose unhappy notion it was to take Liam O'Flaherty's (and John Ford's) memorable *The Informer* and translate it from Dublin "during the time of the troubles" to Cleveland immediately after the assassination of Martin Luther King. The giant Gyppo becomes Tank (Julian Mayfield), a disgruntled steelworker who informs on a fellow black militant for the reward. No doubt Dassin thought he saw a parallel here that would serve to make white Americans aware of, and perhaps also frightened of, the aims and aspirations of the black activists, while making Negroes a bit more understanding of the crosscurrents in their own movement. If so, he was presumptuous in the extreme. Blacks saw only one of their kind selling out to the hated police, and there was no mercy for him. One even called out, "Whitey wrote the script!" at the screening of *Up Tight* I caught. And although in fact the script is credited to Dassin and two Negroes, Ruby Dee and Julian Mayfield, together they have created a divisive, hate-filled, and hate-inducing, ugly movie. What makes it worse (or might it be better?), there is not a single character that one believes in or cares about for a moment. Peace on earth, indeed!

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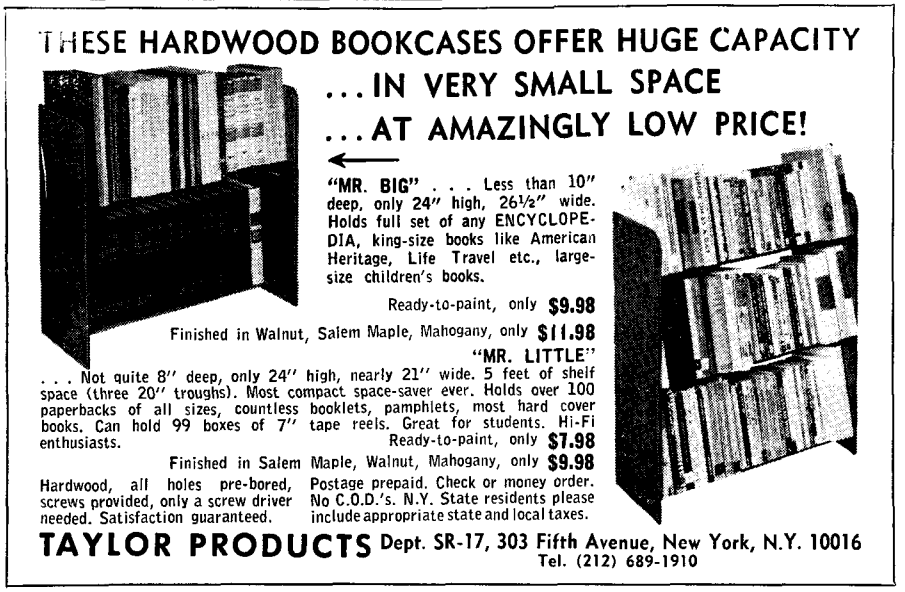
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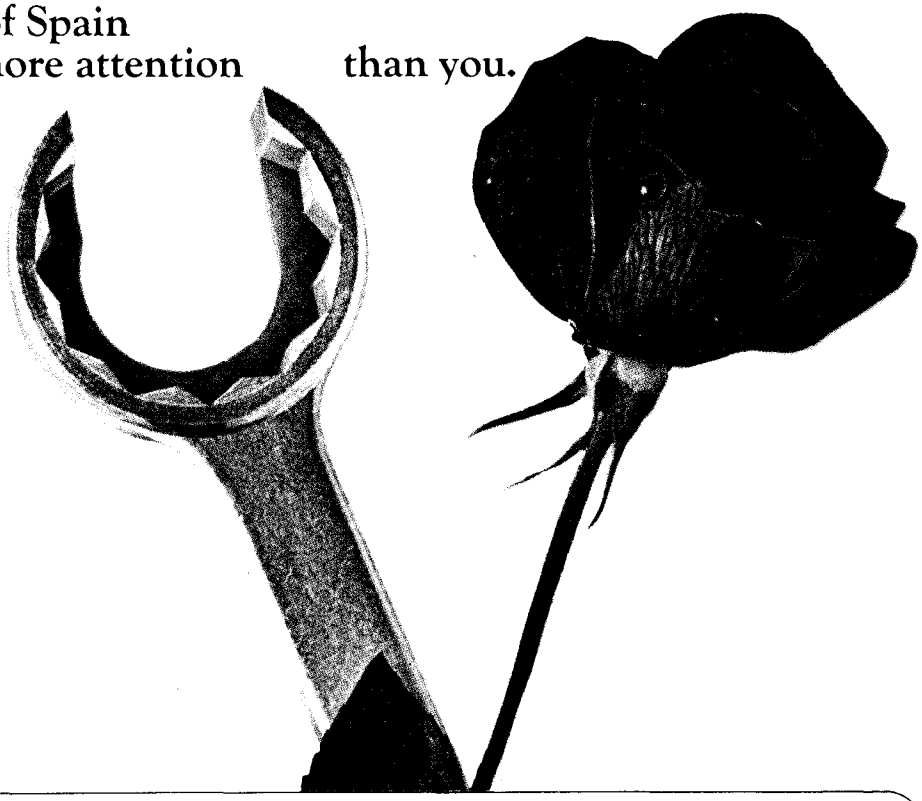

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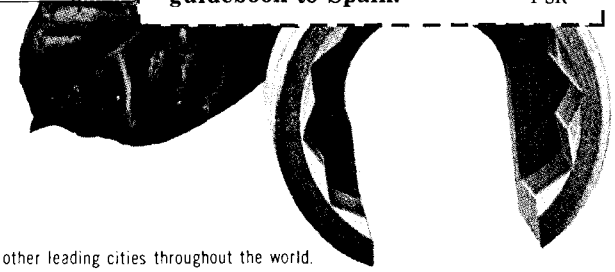

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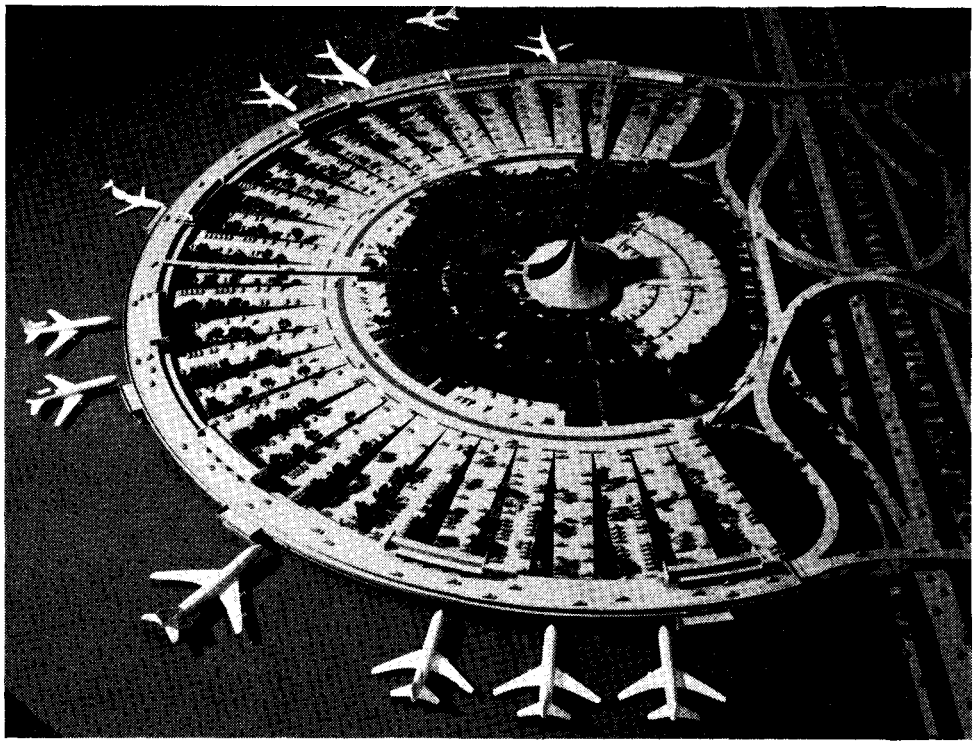
TRAVEL 1969: High Road or Low?



A Special Section

FOR YEARS they all went their own ways, the trains rattling into the twilight, losing money and then coaches, the jets whisking away the business but flying into locust clouds of stacked-up planes, the steamships altering their hallowed trade routes (and their raison d'être) to survive, the airports and hotels trying to pour concrete and cut ribbons in the same motion, and suddenly in 1969 all the paths converge. You would have to hark back fifty or sixty years to find a time when travel or transportation was arriving at a crossroads so crucial. (Think of the milkman easing old Betsy into a parking stall just ahead of a faltering Stanley Steamer while a flying orange crate stutters overhead.) Yet by comparison the 1969 convergence will be of greater moment, as *SR*'s traditional World Travel Issue undertakes to illustrate in the following pages.

If a single event keys the crossroads theme, it is the arrival of the Boeing 747 Super (née Jumbo) Jet, scheduled for its first commercial flight in December. Will it bring the long-awaited luxury its makers have promised, or will it hang a millstone on the already bowed neck of aviation? These and other points are taken up in the opening article. At a time when astronauts are getting ready to stake out the moon, the imponderable reality exists that a friendly Fanjet often has to dawdle in the air for two hours before it is cleared for a landing at Kennedy Airport. This is only one symptom of an illness afflicting both airways and airports, and as Evert Clark, a *Newsweek* science and transportation reporter, observes

(*Continued on page* 66)

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—*American Airlines.*

Two DC-10s dwarfing business jet—toward a living room of the air.

A Giant Bird in an Ungilded Age

By DAVID BUTWIN

SOMETIME back in the middle 1960s, on a date already lost in the smog of history, a soothsayer in Seattle prophesied a Golden Age of Travel, an age that would dawn with the rising of a giant bird carrying 500 passengers at fares reduced by 30 per cent.

Mythology since having succumbed to reality, the Boeing 747 will make its commercial bow next December with a full house—a house is what it resembles—of 366 passengers, not 500. And if the maiden voyage (to wherever Pan American Airways, the first 747 customer, chooses to fly) costs no *more* than a ride on one of today's jets, the original 366 can thank the stars winking through the elongated, translucent plastic windows. Any sort of fare reduction in 1969 seems out of the question.

Even so, air travelers can expect the 747 and the slightly smaller, shorter-range McDonnell Douglas DC-10 and Lockheed 1011, both due in 1972, to usher in the most comfortable service in commercial aviation history. Not since the Stratocruiser, that droning pleasure-palace of the early 1950s, will a passenger have been afforded so much room to move around. Those who remember crossing to Hawaii without venturing from the Stratocruiser's downstairs lounge will be glad to find similar refuge in the 747—one flight up. If the three newcomers realize a glimmer of their brilliant prospect, the current jets may, by comparison, recall the Sikorsky S-42.

About all that each of the three needs is a name. The 747 got on reasonably well as the Jumbojet, or Jumbo for short, until Madison Avenue was asked to create something au courant. So the 747 was christened the Superjet, as in Super Bowl and supercool. Somehow, though, that name hasn't gone down with those trend-setters in green eyeshades, the headline writers, or with airlines people, who prefer to talk in numbers and initials. The result is that the 747 may suffer the nameless existence of the 707, DC-8, etc. Lockheed and McDonnell Douglas aren't satisfied with "Skybus," a sobriquet coined by newsmen, a bus hardly projecting the image of airborne elegance. So both are making do with "Trijet" (owing to their three engines) while the admen create.

Perhaps they just don't know how to name planes anymore. Camp as the terms sound today, Stratocruiser and Constellation still evoke in some voyagers a dreamy longing for the pre-jet days. What will VC-10 or 707 mean fifteen years from now?

Boeing, true to its word, provided enough space in the 747 to carve out as many as 490 seats. But few of the airlines are planning on more than 380. With 366 seats, the 747 will hold twice the limit of the biggest jet flying today. At close to 500, the payload and tons of baggage would negate one of the 747's chief advantages over smaller jets—the capability of making nonstop flights of up to 5,000 miles—and would cause further havoc in the already dizzied airports. Too, even within the mind-blowing immensity of the 747 cabin, a mob of 500 would deny a man the comforts he was promised.

When the prophecy of a 30 per cent fare reduction was made, the airline industry was enjoying a bullish jag it hasn't experienced since. Profits have de-

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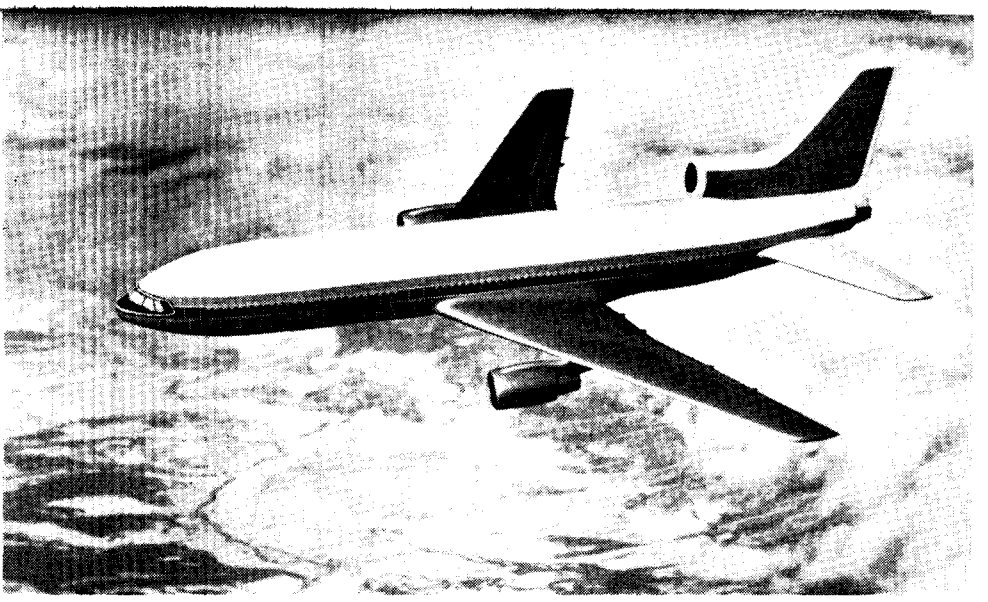
clined so steeply over the past two years that, among other purse-tightening tactics, the major international carriers (which comprise the International Air Transport Association) have all but dashed the dream of lowered transoceanic fares. When IATA meets early this month to vote on the fare legislation it winnowed out with such clandestine deliberation in Europe last fall, ticket prices probably will hold the line. For a while it appeared that the smaller airline members, faced with crippling competition by the larger, 747-owning members, would succeed in imposing a 10 per cent tax on certain transatlantic 747 flights, but they were voted down. Fare legislation normally is applied for two years, but this time IATA may declare a trial period of shorter duration, perhaps a year, while it waits to see what the 747 will do to business. The possibility exists that IATA will sneak in a fare increase by wiping out the 5 per cent reduction on round trips. Whatever is agreed on this month will go into effect April 1.

On domestic routes, fares are even more likely to get a boost in 1969. Donald Lloyd-Jones, an American Airlines vice president, sounds an ominous note when he says the industry cannot hope to equal its (modest) 1968 earnings in the new year *unless* fares are raised. Last year, he said, a fare increase of 8 per cent would have been needed to bring a return on investment considered healthy by the Civil Aeronautics Board. An 8 per cent increase is doubtful in 1969, but something closer to 4 per cent is possible. One airline already has petitioned for higher fares, and others will follow. Airline officials are quick to remind an uneasy flying public that it has weathered fare increases in the past. (From its opposite vantage point, the industry designates increases as "fare relief.") The airlines won fare relief when the Convair 240 and DC-6, the first pressurized planes, were introduced twenty years ago, and again in 1958, when the jets appeared.

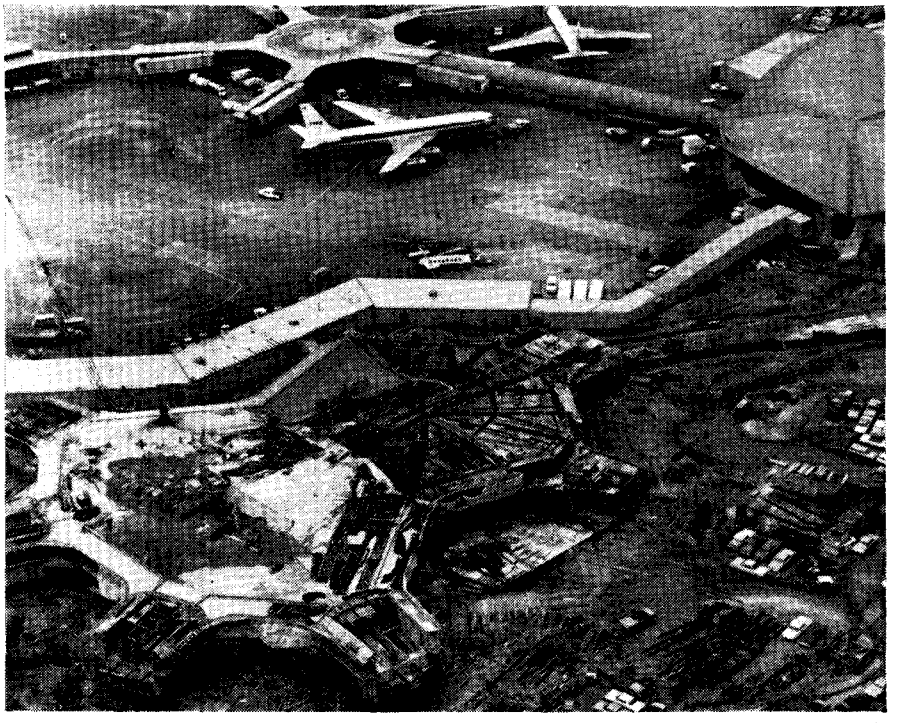
When the first 747 was rolled out for public scrutiny last September 30 at Boeing's workshop in Everett, Washington, company officials stressed that a passenger's "seat ticket will be a better buy." It was their way of saying that if fares aren't reduced, at least a 747-flier will get more for his money. By all measuring sticks, the 747 is roomier and plusher than its jet-propelled progenitors. It is also faster, by about 25 miles an hour, so that a flight from New York to Paris will be cut by a half an hour. Of course, Boeing wasn't able to solve every passenger's peeves. (In the end the airlines set the specifications anyway.) Six-footers who have staggered off all-night jet flights with rubbery legs and bruised

(*Continued on page* 68)



—*Lockheed.*

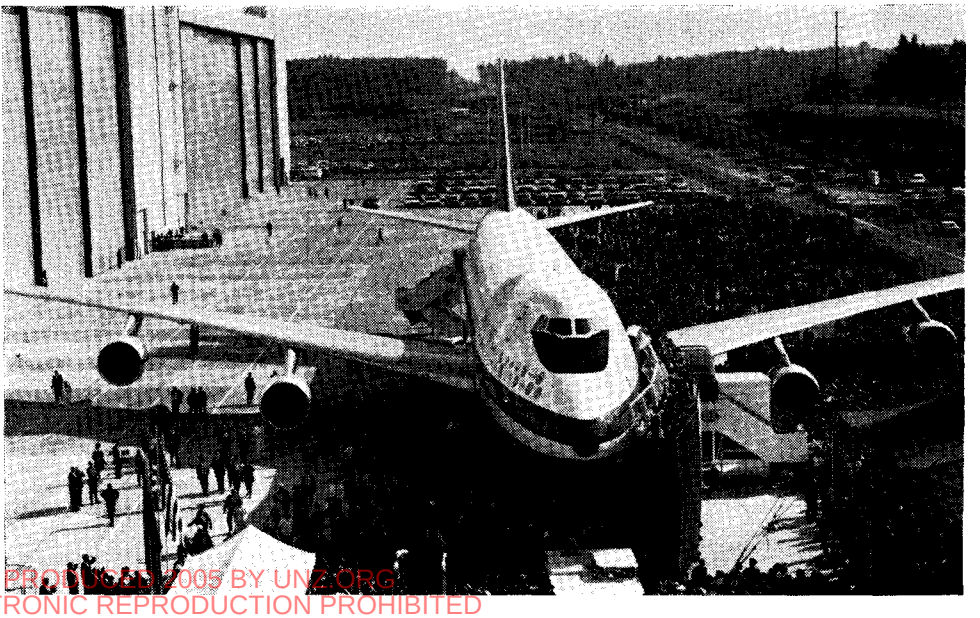
Lockheed 1011, fitted with 250 seats—The only thing it needs is a name.



—*TWA.*

First home of the Jumbo—TWA's new superhangar at JFK Airport (above); Boeing 747 roll-out at Seattle (below)—A "phantom in the morning fog."

—*Boeing.*



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Stack-ups, Breakdowns, Hang-ups, and Hope

Can the aviation world, waking up ten years late, avoid stumbling over itself in the rush to correct a worsening situation?

By EVERT CLARK

A NEW definition of the air traveler has emerged from the congestion and chaos of 1968: He is a man who spends 60 per cent of his time in traffic jams on the ground and 40 per cent in traffic jams in the air (and sometimes goes to Havana). If that seems an exaggeration now, it may not be by the end of 1969.

For a time last year it appeared that help—in the form of federal airport and airways legislation—was on the way. But help got lost (in traffic, naturally). Contention among the various segments of aviation and between the Congress and the Executive branch stalled the proposed laws, and they expired in the manner of a gas-starved automobile on a freeway. It is the same all over.

"The problem of sufficient airport access capacity is plaguing every major airport in the world," Alan S. Boyd told a Cleveland audience in mid-November. Mr. Boyd has just become a somewhat relieved lame-duck Secretary of Transportation. He was there to praise the city's "wisdom and foresight" in opening a rapid transit rail line to its airport. And he was unable to hide his incredulity that Cleveland, in the snarled and tangled latter Sixties, was "the first—and to date the only—city to provide a direct rapid transit line for its airport travelers."

The Department of Transportation provided two-thirds of the $18.6-million cost of the Cleveland project. Twenty stainless steel "Airporter" cars make the eleven-mile run from downtown Union Terminal to the Cleveland-Hopkins Airport in a scheduled twenty minutes, though it sometimes takes thirty. Pairs of the electrically driven, red and silver cars carry eighty passengers at 35 cents a seat. Through the first month the project appeared successful, despite some imperfections. Now New York and Boston are planning similar systems.

"The line of cars waiting to get to Chicago's O'Hare Airport stretched five miles in last year's pre-Thanksgiving rush," Mr. Boyd told the Cleveland city fathers. "Los Angeles International Airport had to go on the air every hour prior to last Christmas to warn of the parking space shortage. Air traffic controllers, trying to get to work at Miami International, were stalled in line for two and a half hours—trying to get from the entrance of the airport to the terminal."

The uncharitable view would be that the controllers deserved it. As the traffic cops of the air, they constantly delay people aloft and on the airport taxiways. By now, everyone knows the controller. He is the beleaguered civil servant whose job it is to keep 'em flying—or keep 'em grounded until there is room to fly 'em safely. It was through the plight of the overworked controller that the growing congestion crisis was first dramatized to the public in the spring of 1967. Since then, his life has been eased a bit by better pay and overtime and the hiring of many new hands. But he has also been told to expect the six-day week for perhaps another two years, until the new controllers are fully trained.

To land a job, the air controller must pass rigorous physical and psychological examinations. But what happens to him after a few years at the radar scope and the earphones? James Hill, counsel of the Air Traffic Control Association (one of three groups vying for controllers' dues and loyalties), told the Republican Platform Committee last summer that medical research shows that "controllers, as a result of undue pressure and tensions, suffer irritability, inability to sleep, nervousness, tremors, cramps, headaches and nausea, and that with time, as with any tension or pressure when it is not relieved, it degenerates into the three usual products of unrelieved pressure and tension—heart attacks, ulcers and mental illnesses."

The passenger, pampered in the air but bewildered at the baggage counter, in the ticket line, and on the freeways, may soon yield the same diagnosis. Mr. Boyd read his Cleveland audience a passenger's letter to the editor of *The New York Times* that reveals some early symptoms:

"Upon my last arrival at Kennedy International Airport, I could not even get a cab. The terminal was chaos and pandemonium. Pushing, shoving and yelling. Cabs and private cars were intermingled, weaving in and out in complete confusion. People were grabbing door handles trying to get a cab . . . cursing at the same time. . . ."

ANY Fun City visitor knows that New York's Kennedy is the extreme example. It is the bottleneck extraordinaire in the national and international air network. But as Mr. Boyd's examples of Chicago, Los Angeles, and Miami demonstrate, New York is not alone. Traffic is worst at the twenty-two major "hub" airports. But that is like saying automobile traffic jams are only at the intersections.

For ten full years the New York area has been warned that it must build a fourth jetport or face air traffic strangulation. Experts pick sites and the residents reject them; or local boosters propose sites and the experts reject them. It takes seven to ten years to get an airport built after everyone agrees on where it will go. Yet a Port of New York Authority official says the New York situation "is still nowhere." And Dr. Richard R. Shaw, assistant technical director of the International Air Transport Association, says, "unless something else is done, airlines will leave New York, the world's biggest airport headache, and go to Boston, Washington, Baltimore, or anywhere else."

Dallas and Fort Worth had their troubles too, but finally buried the hatchet in mid-December and broke ground for the world's largest airport, an 18,000-acre layout with a six-lane highway cutting the center. The $500-million airport is to be three times the size of Kennedy. Said Boyd, of the highway plan: "Such an idea would—only a few years ago—

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"The terminal was chaos and pandemonium."

have qualified a man for residence in an asylum. Yet most major airports today would be tremendously improved by such service roads."

Chicago is planning a third major airport, in Lake Michigan. Los Angeles, in better shape than most, nevertheless plans another superfield. And Miami has driven the alligators, wild turkeys, and deer from a 38-square-mile tract 40 miles west of town to build an airline training base that may become a commercial field twice the size of Kennedy International. Now, Miami is worrying about rapid transit through the intervening Everglades. Other cities—Houston, Kansas City, etc.—are coping. But they will be lucky if the traffic does not grow faster than the grass between the runways.

Until the mid-1960s, the airways-airport system was, like a newly recruited controller, an unusually healthy specimen. Alarm over mid-air collisions in the late 1950s had brought some airways modernization. The jets, introduced in 1958, had not yet produced the expected traffic boom. Most airports had room for the planes, room for the automobiles, room for the *people*.

"As a result," David D. Thomas, acting federal aviation administrator, recalled, "there was a period of general procrastination within the total aviation world in developing and initiating the airports, navigation aids, air traffic facilities, and communications required by a jet market. People were simply too busy with today to prepare for tomorrow."

The aviation world is no longer in a dallying mood. It is frantic. But it is also as fractious as ever—especially when it is asked to spend some money. In the legislative battles of 1968, the airlines and airport operators generally, but reluctantly, accepted the Administration's proposals for higher charges to finance airways and airport improvement. Airlines would have charged passengers 8 per cent per ticket instead of 5 per cent. Airports, outside the federal structure, would have increased landing fees, rental on ticket counter space, etc. These powerful aviation interests demanded something in return—including an aviation trust fund, which the Administration did not want. Business and private fliers, seeing higher gas taxes, less subsidization, and an ascendancy of the airlines, balked at most of the federal ideas. Congress, seeing no aviation concensus even in crisis, resisted action.

It is evident that sooner or later someone must pay, or the taxiways and runways will look as jammed as an airport access road. Airlines receive more than one new jet a day. General aviation adds eighty-five new planes a week to the airways. Thus an estimated doubling of landings and takeoffs at FAA-controlled airports in five years and a quadrupling by 1980 can be expected. It is no wonder that Administrator Thomas repeatedly says: "The future has been arriving faster than anyone expected. In terms of the predictions of the early 1960s, 1975 is already here."

The airways system of towers and landing and navigation aids was built in the span of more than twenty-five years at a cost of $2 billion. It now needs an infusion of $2 billion more in the next five. Although the federal government

(*Continued on page* 67)

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Storage Space for Tomorrow's Traveler

The age of Superjets bringing hordes of travelers will require a vast new network of super hotels, many of them in places still specks on the map.

By FRANK RILEY

THE harassed young blonde behind the reception desk of the new Hotel Unter den Linden in East Berlin looked at the reservation we'd made at the border and shook her head.

"I'm sorry," she said distractedly, "150 Canadians have just arrived—and there were 26 Sikhs we didn't expect until tomorrow. . . ."

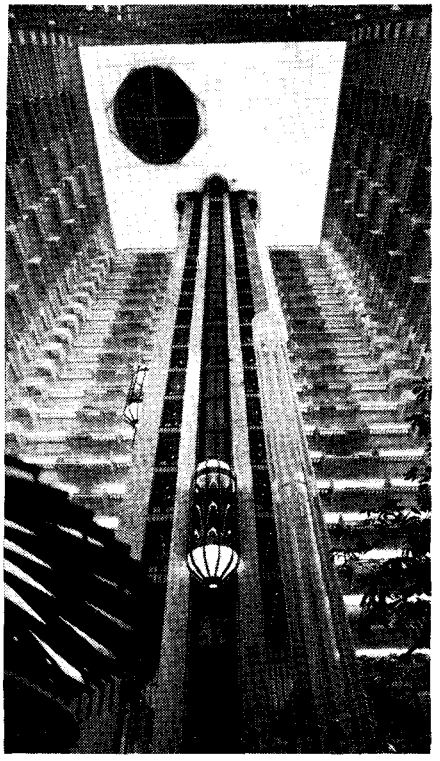
In concert, my wife and I pointed out that our reservation had been prepaid and confirmed by phone early in the day from the Lauenburg checkpoint Reisebüro. She probed further into her records, looked up at us and sighed. "You were confirmed for a single room with one single bed."

Ten minutes later, after some delicate shuffling of razored Canadians and bearded Sikhs, the young blonde found us a room with two single beds. "We've got the hotel gap here, too," she apologized. "Maybe it will be better when we're on the computer. . . ."

To encounter the hotel gap and an overworked reservation clerk in East Berlin says something about the relentless momentum of world tourism in an era when the traveler stands at so many crossroads. No political or physical walls can be built high enough anywhere on earth to keep the local hotel gap from becoming at least as wide as the generation gap. Computer people say that a world bank of hotel rooms is the only logical answer to effective use of hotel beds. Undoubtedly this is true, but no bank has yet found a way to survive on an acute shortage of assets.

Prospects of closing the gap are not sanguine. In the U.S. there are about 2,500,000 hotel rooms, an increase of only 500,000 in ten years. "If the past is any prologue," says Stuart G. Tipton, president of the Air Transport Association of America, "we can expect no more than 3,000,000 rooms by 1975—this in the face of a tripling in air traffic."

New York City is an aggravated example of the hotel gap. The city's capacity is now about 100,000 rooms. There's relatively little construction currently under way. With the three-fold increase in air traffic expected in the next half-dozen years, New York may well have to concentrate on how to keep the jets in the air a little longer, instead of worrying about another airport or two to get them down faster. There may not be room in the city's air lanes for a pigeon by 1975, but the pigeon might be safer aloft than trying to squeeze into the lobby of the St. Regis-Sheraton.



Atlanta's Regency Hyatt House—"plants, peach trees, and parrots."

While hotelmen are inclined to view the gap with less alarm than other segments of the travel industry, Edward E. Carlson, president of Western International Hotels, the world's third largest chain next to Sheraton and Hilton, warned the recent World Hotel Congress in San Francisco: "Those of us whose present economic ties are heavily identified with the hotel industry generally resist change. We like the status quo. New hotel facilities challenge our present volume of business, our existing profits, our comfortable way of life. Yet we know the market will expand. If one recognizes this as a valid business premise, then the additional hotel facilities must be satisfied either by the private sector or government sponsorship."

Where construction is proceeding, there is evidence that a new generation of hotel life is edging in. Hotelmen with an eye to esthetics as well as profits are proving it is possible that a building large enough to lodge two jumbojet-loads of tourists can nonetheless display some of the ambience of an English country inn. This was demonstrated by the Pierre Marques in Acapulco. Atlanta's downtown showpiece, the 800-room Regency Hyatt House, has a skylighted courtyard so brimming with plants, peach trees, and parrots that a guest would swear he was outdoors. The new Curaçao Hilton is seventeenth-century Dutch with a Spanish flavor, open to the trade winds on its many levels.

The day soon may come when a hotel room will, in part, be exposed to the sky, when all first-class rooms will be fitted with balconies. Sound-proofing will be absolute, air-conditioning imperceptible, heating radiant, phones invisible. Such rooms of the future would have stereo tape recorders, a television screen that vanishes into the wall, mirrors that can be turned on or off above the circular bed, a sunken tub separated from the bathroom's conventional fixtures, in the spirit of the Japanese *Ryokan*, where the bath is regarded primarily as a source of relaxation and pleasure. Hotels in this coming age would also be able to offer guests a choice of rooms in the décor and furnishing of their whim or fancy, as does the Madonna Inn on Highway 101 near San Louis Obispo, California.

Some of the grande dames will be remodeled by farsighted management, or by civic pressure from those who know that a city cannot indefinitely continue to lose everything a traveler comes to see. The Imperial Hotel in Tokyo, a work of art as much as it was a hotel, is now a sightless hole in the ground, staring up at a new highrise that promises to have more plumbing than character. It will open in 1970 with 1,600 rooms and is already billed as "the largest and most luxurious in the Orient." Only the lobby of Frank Lloyd Wright's Imperial will live on, in a sense. It will be rebuilt in the architectural museum at Meiji Village in Inuyama City, at a cost of $840,000, one-third advanced by the Japanese Government.

The Empress Hotel in Victoria, Alberta, will survive. After numerous market surveys, Canadian Pacific decided to spend $4,000,000 on her face-lifting. The historic Benson Hotel in Portland, Oregon, was built in 1913 by lumber baron Simon Benson, who installed circulating ice water in every room, a grand

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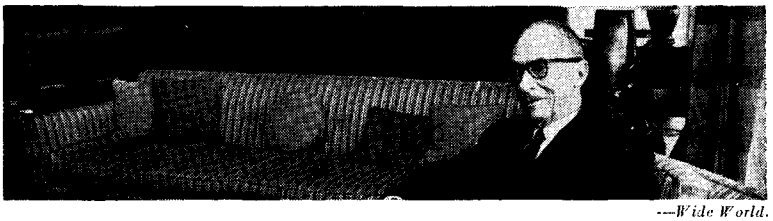
piano in every corner room. Acquired by Western International in 1944, it has been renovated many times by a chain anxious not to acquire a rubber-stamp image. New York's St. Regis-Sheraton will continue to stand, as will the Ahwahnee in Yosemite, and the Suvretta, the Palace, the Kulm, the Chantarella and the Carlton at St. Moritz, almost the last bastion of the grand hotel. It would be well to schedule a tour of the palace hotels of the world while enough yet remain. One shouldn't miss the Oriental in Bangkok, a city where new hotel construction, largely under Japanese impetus, is proceeding at the fastest pace in Southeast Asia. The Oriental, built in 1859, was enlarged a few years ago with a nine-story addition, so for a while you'll still be able to linger at twilight on the veranda overlooking the Chao Phya River, a tall, chill glass in your hand, and watch the klong boats move by, as Somerset Maugham used to do.

Contrary to appearances, hotels do not go up as fast as they come down. To design, finance, and build a modern hotel requires four or five years, a fact of life that threatens to widen the hotel gap. Recently airlines have come along to make themselves the yeast in the hotel mix. Pan Am, through its Inter-Continental Hotel Corporation, now owns forty-one hotels in twenty-nine countries, representing 11,658 rooms. Two have just been opened in Zambia, central Africa. Others, among eleven to be opened by 1970, are under construction in Nairobi, Helsinki, Central and South America, and Kabul, Afghanistan. Trans World Airlines, by acquiring Hilton International, is suddenly a giant in the hotel business with forty-two hotels in twenty-eight countries. Eleven Hiltons are at the moment under construction; ten more are being planned. By 1971, Continental and Continental's Air Micronesia will have ownership in ten Pacific island hotels, six to serve passengers on the new twice-weekly flights east to west across 3,000,000 miles of Trust Territory. Three will open in 1969, on Koror, Truk, and Guam.

South America presents both the greatest untapped tourist potential and the most acute hotel shortage. Varig Brazilian Airlines, besides branching out in such new directions as a Rio-Los Angeles-Tokyo flight linking three continents, has acquired 50 per cent ownership of Compania Tropical Hotels. Braniff Airways has formed a syndicate with Western International Hotels to spend at least $150 million over the next ten years to develop and operate hotels in South America.

Eastern Airlines, after wetting its feet in the Pacific with a three-way partnership to develop a $250-million vacation complex in Hawaii, is taking a look at American Samoa and Tahiti. SAS oper-

The Survival of the Ritziest



—*Wide World.*

Ritz, the flycaster, hopes to net the deal before it's too late.

CHARLES RITZ, also known as Charles of the Ritz since he was once so named by a Boston barber, is currently living three lives. He's one of the world's greatest artists with a fly rod, he presides over the Ritz Hotel of Paris, and he's trying to join together what he considers to be the twenty last remaining grand hotels of Europe into a cooperative promotional program "to make sure we are still here ten years from now."

"I have to do this," he says. "I owe it to my father."

His father was Caesar Ritz, thirteenth son of a Swiss family, who had a dream of excellence and brought it to reality when he built the Ritz of Paris in 1898.

"In the days of my father," Charles Ritz explains, "there was no problem as long as you had the best hotel in the world. People knew their money wouldn't disappear faster than it could earn interest. They could afford to travel slowly, live graciously. They had couriers to handle travel details. They could take the time to enjoy in their hotel comforts comparable to their own homes."

All of this has been changed by the travel revolution, which, as Ritz sees it, "presents more problems to a deluxe hotel than the U.S. found in Vietnam."

He concedes his debt "to Hilton, the airlines, and now to Alfred Bloomingdale" for developing world travel, but they have also helped to develop something Ritz, the fly fisherman, refers to as "the net."

"As soon as the traveler buys his airline ticket, he's apt to find himself in the net—the whole network of airlines, computers, and interlocking hotel chains. Most travelers may belong in this net, and will be well cared for after they are caught. We have to find the one customer per thousand who doesn't belong in the net."

Ritz says his kind of grand hotel can afford to offer this customer the floor service, the kindness, the special graciousness, the atmosphere and décor of a grand home, with two personal servants instead of the one, or fraction thereof, he gets in most first-class hotels.

"The grand hotel that has rejuvenated itself," he points out, "can give all of this for no more than the customer would pay for a good room at any first-class hotel. How is it possible? A matter of economics. My father built the Ritz seventy years ago for 6,000,000 gold francs. Today the cost of a hotel is so high you have to cover the interest on your capital."

Ritz has been studying intensively the problem of grand hotel survival for the past four years. Now he's going to sit down with the management of other grand hotels of Europe and put his facts on the table. He'll propose a modest initial budget of around $70,000. Through various media a booklet will be offered to the one-per-thousand traveler. It will tell the story of the grand hotel. Each of the twenty hotels will have a page for its own special story.

Charles Ritz already has started to weave a small net of his own in Paris, with the same meticulous care he's devoted since 1917 to creating the perfect fly rod. He has set up a cooperative arrangement with the Crillon, which he considers the other grand hotel of his city. Their combined 450 rooms have been put on the Air France world-wide reservation telex. The Vendôme wing of the Ritz is now being made what the son of Caesar calls "super-super." The new décor will feature Côte d'Azur and California colors.

"You have to have the right fly," says fly fisherman Ritz, "and you have to cast it in precisely the right spot, the way Princess Von Quadt—her father was King of Bavaria—casts a fly. The finest thing in life a man can ask for is to go fishing with a woman like Princess Von Quadt." —F. R.

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ates the Royal Hotel at Copenhagen and is constructing new airport hotels at Kastrup Airport in Copenhagen and Fornebu in Oslo, but regards itself primarily as a pump primer, rather than a prime mover. Approximately 12,000 beds will be added to principal Scandinavian cities over the next five years.

UTA French Airline's hotel subsidiary, UTH, already operating the first international luxury class hotel in the South Pacific—the Chateau Royal in Noumea—opens its 230-room Hotel Maeva on Tahiti in April. At the moment, according to Warwick Pilcher of Air New Zealand, accommodations in the South Pacific "have never been better." The Fijian Hotel on the Coral Coast between Nadi and Suva, and the Pan Am—Inter-Continental Hotel Taharaa at Papeete are of the highest international standard. The waterfront of Suva will soon have the South Pacific's first Travelodge.

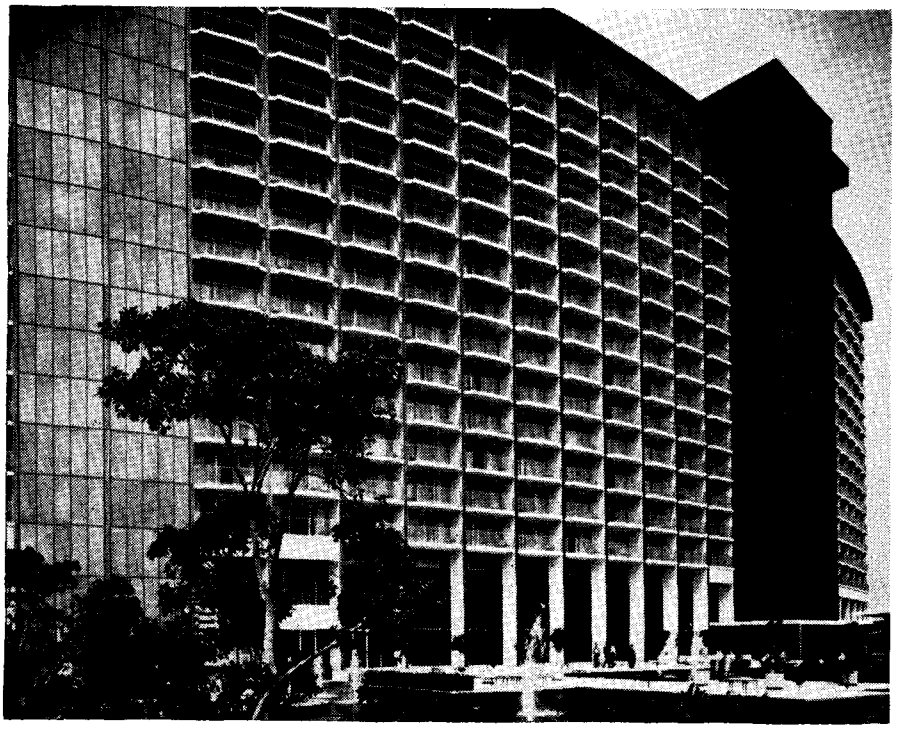
Until now, a disproportionate share of hotel facilities has been planned for the bifocal and old-mink set, the 30 per cent "affluent tourist group." Now the teacher and student group is almost as large, representing 24 per cent of 2,100,000 U.S. passports issued in 1968. By 1973, when the number of U.S. passports is expected to double, the under-twenty-five generation demand for more economical hotel beds will exceed the needs of "the affluent tourist." Club Mediterranée has been the first to build for the modest income traveler on a global scale. It runs thirty-four spectacularly located resort villages around the world, the majority located on the rim of the Mediterranean. Recently the Club opened its first U.S. ski resort, at Bear Valley, California. Alfred Bloomingdale, president of Diners Club—who will become an increasingly major force in the travel industry as he moves toward a goal of 500 Diners-Fugazy travel agency franchises by 1970—thinks in terms of the young and swinging. It's no secret that Diners-Fugazy will invest heavily in hotels, resorts, and possibly even airlines, though not to run or manage them.

Turkey has taken an innovative approach to planning for total tourism. The Ministry of Tourism has initiated an international competition among architects and town planners to create a complete tourist village in and around the town of Side, on Turkey's Mediterranean coast. The village, to be built in three stages, will ultimately accommodate 12,000 people, with bed prices ranging from luxury hotels to camp grounds. It will be a self-contained village, with beaches, restaurants, theaters, marina, golf course, swimming pools, a cultural center, markets, and banks. The contest closes June 16, 1969. First prize is 100,000 lira, about $10,000.

In England many of the country inns and provincial hotels are being modernized under the aegis of Trust Hotels, Ltd., a chain that manages some 260 hotels and is itself under the umbrella of a marketing agreement with Western International Hotels, the result of a swap of 10,000 shares of stock last March. The corporate structure of international hotels is becoming as complex as international oil.

The hottest hotel area in the western hemisphere continues to be Mexico. The

(*Continued on page* 64)



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SR-2

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Please send me more information on your String of Sapphires® tour. Then I'll see my travel agent.

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You will love the shops in India. But not as much as the shopkeepers.

If, after a day of sightseeing in New Delhi, you find yourself in possession of a bag of yellow cooking spice, do not be surprised.

A merchant in Delhi can make a bag of cooking spice seem like a terribly necessary commodity.

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Wherever you travel in India you will be impressed with the quality and low cost of our handcrafted goods—our silks, sandals, carvings, paintings, brocades, brassware, ivory, precious stones.

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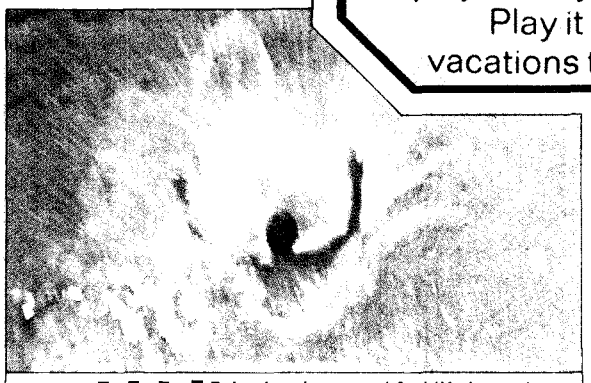

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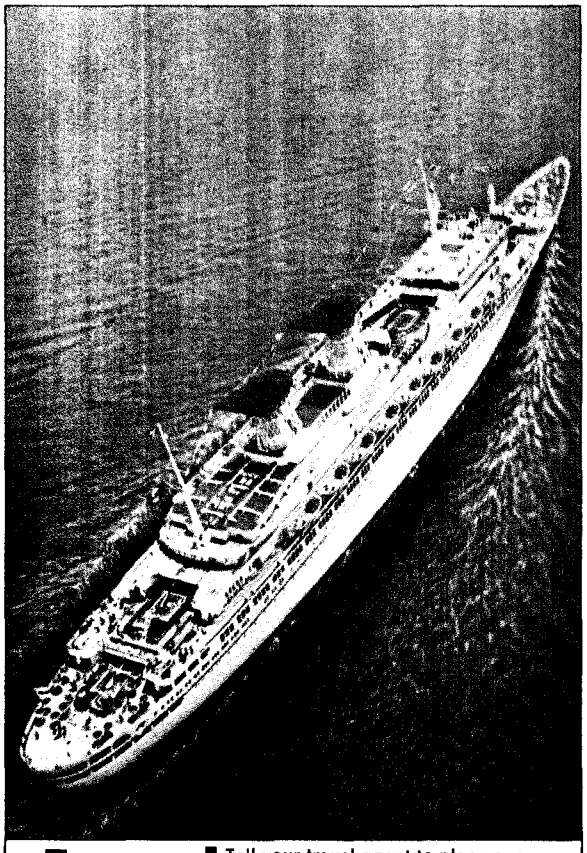

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SAFETY INFORMATION. The ss MICHELANGELO*, ss RAFFAELLO*, ss LEONARDO DA VINCI** and ss CRISTOFORO COLOMBO**, ships of Italian registry, meet International Safety Standards for new ships developed in 1948** and 1960* and meet 1966 Fire Safety Requirements.

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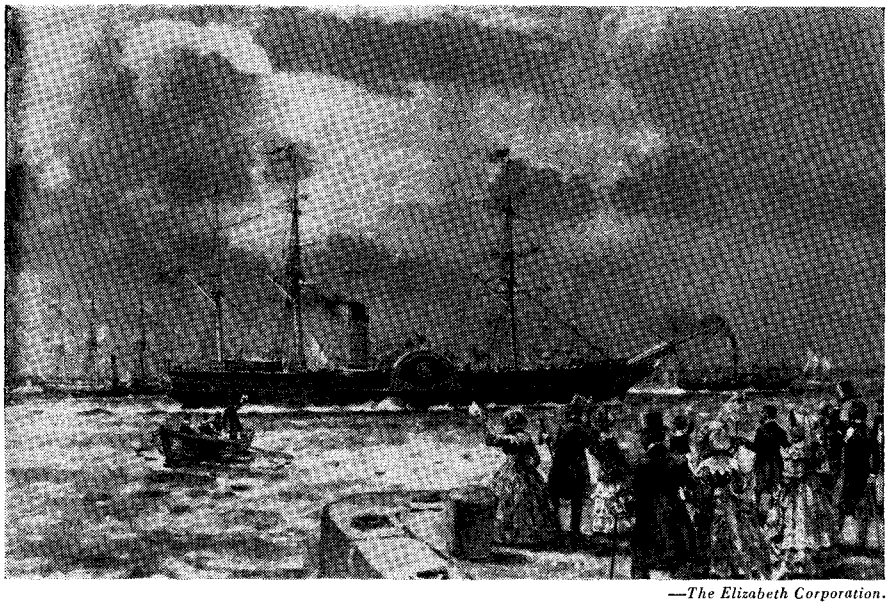
From Paddle-Wheeler To Floating Country Club



—*The Elizabeth Corporation.*

1840: First Cunard liner, *Britannia*, leaving Liverpool for Boston.

If the jets don't blow ships out of the water, a new life style is in the offing for ocean travel.

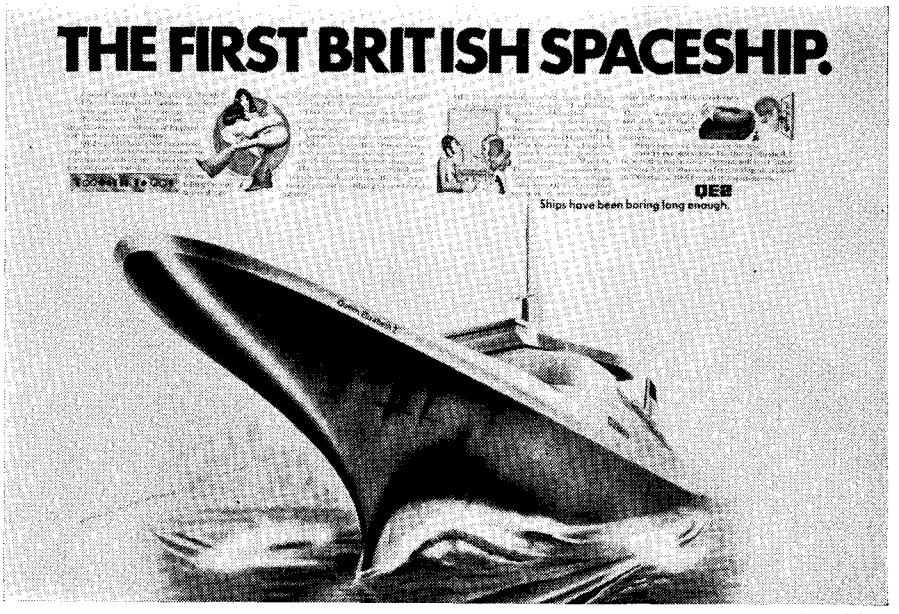
By TREVOR L. CHRISTIE

AFTER a ten-year pounding by commercial jets, the foundering steamship business enters the new year not with a resolution but a prayer: that the Superjets, due overhead by the end of 1969, don't blow the ships absolutely off the water. Along with the prayers, though, will come some carefully considered plans, new twists and turns calculated to answer the menace from above.

Seagoing travelers in 1969 will find, for one thing, that ships are no longer ships but floating country clubs less governed by timetables than ever before. Some cruises literally go to nowhere, drop anchor, and turn loose a shipload of escapists for a lost weekend. A sophisticated voyager no longer comes and goes on the same ship but divides the trip into a sea and air adventure. As for the luxury liners of yesteryear, at least two of them have refused, unlike old soldiers, to fade away. First the *Queen Mary* and now the *Queen Elizabeth I* have sailed into the sunset toward permanent seaside berths as combined hotels, convention centers, nightclubs, and whatever else their new captains fancy.

Their successor, *Queen Elizabeth II*, will be one of two liners bowing on the high seas this year. She sails from Southampton January 17 on her maiden voyage, calling at the Canary Islands, Barbados, and Jamaica on a leisurely jaunt through warm waters, and will not amble into New York until January 30. This will be the slowest maiden trip since the first Cunarder, the *S. S. Britannia*, pioneered transatlantic steamship service in 1840 (she crossed the conventional route in fourteen days, eight hours), but it may be the most enjoyable one. At any rate, all talk of capturing the Blue Riband for the fastest crossing will be sternly banned at the captain's table.

Appropriating the jargon of the jet age, the Cunard publicists are calling the new *Queen* the "first British Spaceship," and they point to her measurements to justify it. The trim beauty is 963 feet long, 105 feet wide at the beam, 214 feet high from keel to topmast, and hefts about 65,000 gross tonnage—substantially smaller than either of her predecessors. But she can carry 2,025 passengers—restricted to 1,350 while cruising. She can steam at 28.5 knots per hour and a few knots faster if necessary. Her thirteen decks embrace three restaurants and a coffee shop, four bars, three discothèques, a nightclub,



—*Cunard Line.*

1969: Streamlined by admen, *QE II* bids for swinging seafarers.

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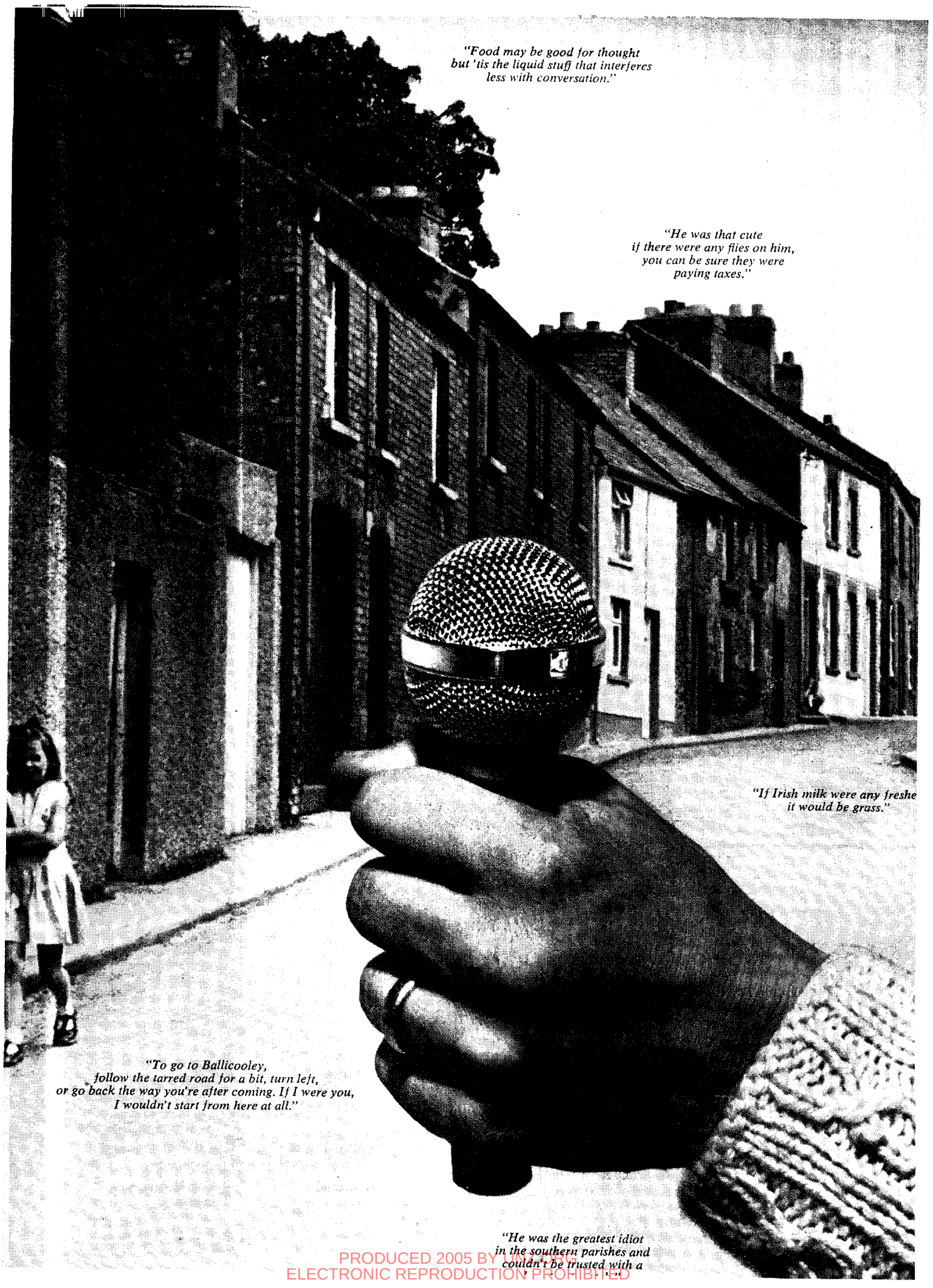
"Food may be good for thought
but 'tis the liquid stuff that interferes
less with conversation."
"He was that cute
if there were any flies on him,
you can be sure they were
paying taxes."
"If Irish milk were any freshe
it would be grass."
"To go to Ballicooley,
follow the tarred road for a bit, turn left,
or go back the way you're after coming. If I were you,
I wouldn't start from here at all."
"He was the greatest idiot
in the southern parishes and
couldn't be trusted with a

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You'll hear words hand-loomed like Irish tweed from the raw material of the English language. Words illuminated like Waterford Crystal. Distilled like Irish whiskey.

You can bring home tweeds, linens, crystal, fishermen's sweaters and whiskey, all at bargain-lover's prices. But words, the true native craft of Ireland, are yours for the collecting, absolutely free. Bring us your ears.

Come hear Ireland during the most eloquent time of the year. Now through Spring. When the Irish people have more time for a chat. And even the crisp, clear Irish air seems to be listening. (In February, supposedly the coldest month of the year, Spring is up and sprouting. Perfect listening weather.)

Hear the Irish talk back to the rough in their favorite year-round sport: golf. (Try matching your skill to their wit.) Hunt the fox with the horse. Chase the hare with the beagle (pronounced bagel.) Join the throngs at Croke Park for a Gaelic football game. Whatever the Irish do, you're welcome to do with them. (The fun is in the listening as well as the doing.)

Hear Ireland in the Abbey Theatre, original blasting-off ground of O'Casey, Behan, Shaw. You'll even hear words in the Irish pantomime theater (the Irish can't keep quiet)—a glittering blend of children's fairy-tale magic and grown-up satire. And do hear the Irish stage their greatest impromptu performances off-stage in their pubs, homes or wherever two Irishmen get together.

Take A Talking Tour Of Ireland At Come Hear Prices: from one day to three weeks.

Samples: two eye-and-ear-filled weeks in Ireland. Self-drive car to visit Cork, the Blarney Stone, Waterford, Wexford, New Ross, Dublin, then to Sligo, Galway. Hotel rooms, breakfasts, only $275. Or two full weeks gallivanting around Ireland, with unlimited train and bus transportation, all rooms with bath and breakfasts at first-class hotels, Abbey Theatre, tour of Dublin. $310. Round trip airfares are included via Irish International Airlines, Pan American or Trans World Airlines.

For $405., you can fly to Ireland via Irish International Airlines or TWA and travel all over by luxury motorcoach, for 15 days. Rooms with bath, most meals, guide-lecturers, Medieval Banquet at Bunratty Castle, Jury's Cabaret, Abbey Theatre, entertainment en route.

For $65. *more,* you can travel by escorted luxury motorcoach for 15 days in Ireland and Scotland, with a grand finale in London. Finest hotels with bath, most meals, Medieval Banquet, Abbey Theatre, London Theater. Round trip airfare included via Pan Am. Grand total: $470.

Thirteen other tours to choose from, including Stop-Off Mini Tours. One-day Medieval Tour featuring Medieval Banquet at Bunratty Castle to four days all over Ireland.

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If you'd like to bring home the true picture of Ireland, call your travel agent or send us the coupon above.

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It takes more than a camera to bring home the picture of Ireland.

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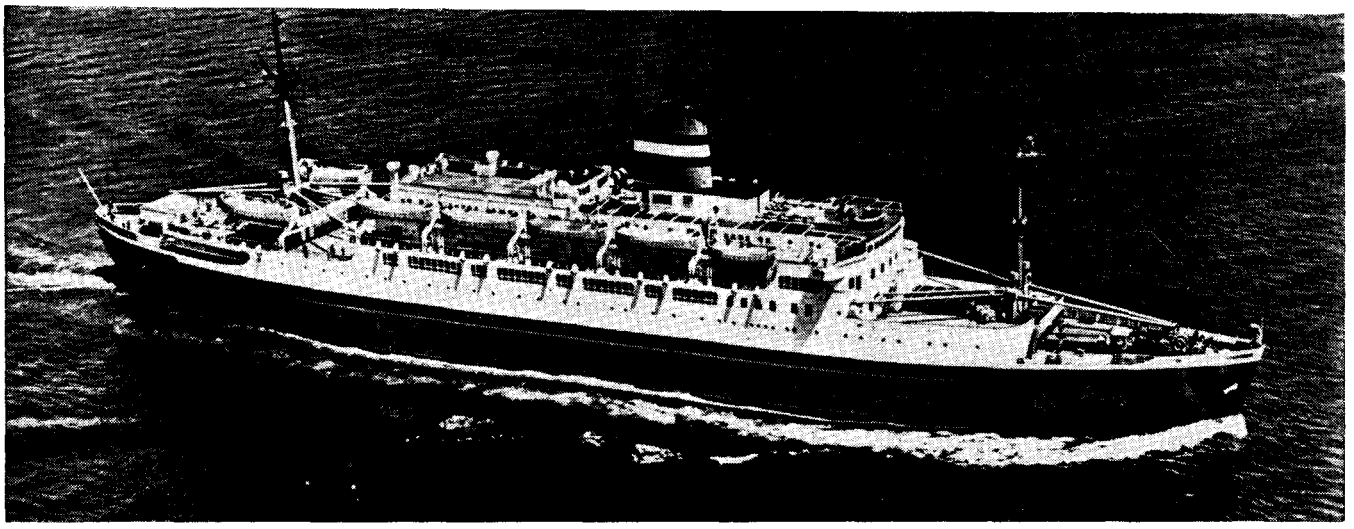
Cruising and cramming around the world: A New Use for Ships



One way to get an education is to take a world-circling field trip. Holland-America Line's *Ryndam* will launch the spring semester of Chapman College's World Campus Afloat on February 3 with calls at such exotic ports as Yokohama, Bangkok, Port Swettenham, Punta Arenas, and Mombasa. The ship is outfitted with twelve classrooms, two labs, a library, and a theater.

a theater, a children's cinema, an art gallery, a library, a shopping arcade, and other public rooms. Five of these decks are for sleeping, and 75 per cent of the passengers can be bedded down in outside cabins. Every cabin is air-conditioned, has a bath or shower, a telephone, and stereo console. All this cost Cunard $72,000,000 before the *Queen* got her bow wet.

The *Elizabeth* departs New York February 1 on the first of three cruises to the West Indies and will not leave on her maiden eastbound voyage until March 11, returning home by way of Barbados, the Canaries, Madeira, and Lisbon. This summer she will make regular Atlantic crossings during the peak season, but with the coming of autumn, in quest of passengers, she will again seek warmer climes. No longer will a *Queen* call at Cherbourg, one of the casualties of the jet age. It was at Cherbourg that American tourists for decades caught their first glimpse of European soil. Now, under a pool arrangement with the French Line, the *Queen* will call at rival Le Havre. At Cherbourg, a deserted boat train languishes on the tracks, the last reminder of a bygone age.

THE only other new luxury liner to make her debut this year is the German Atlantic Line's 23,500-ton S. S. *Hamburg*—also a "Spaceship" in her owners' lexicon. She can accommodate 800 passengers or 600 on cruises. She sails from Cuxhaven on June 18, stopping over at Rotterdam, and will sight the Statue of Liberty on June 26. She, too, will pass most of her time cruising, in Mediterranean and northern waters.

In an earlier age when such grande dames of the sea as the *Mauretania*, the *Normandie*, and the *America* retired from service, they were stripped of their finery and melted down into scrap. The residue was offered for sale in world markets, and some of it no doubt went into the manufacture of Christmas toys, arms of war, and even into the jet aircraft that virtually swept the ships off the Atlantic. Now the Cunard Line's aging *Queen Elizabeth* and *Queen Mary* are being salvaged as tourist snares, and millions of landlubbers who never tasted salt air will enjoy all the thrills of an ocean voyage without suffering the pangs of *mal de mer*.

The old *Elizabeth* came to rest at Port

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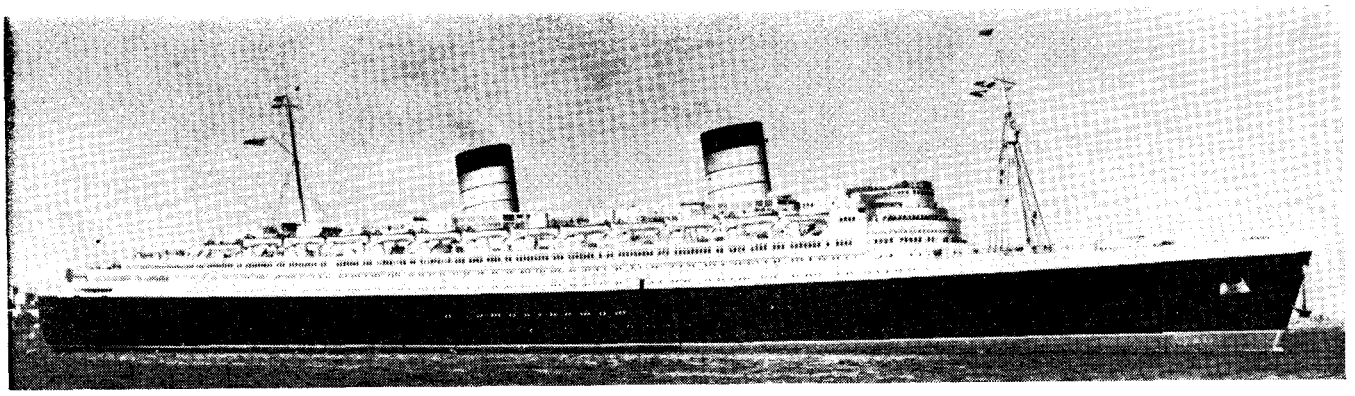


***Queen Elizabeth I*, in more active days—all but sold down the Delaware River.**

Everglades, Florida, last month—but not without a whimper. In April 1968, an unsentimental Sir Basil Smallpeice, chairman of Cunard, placed the 83,000-ton ship on the auction block, "like any piece of real estate," because she was no longer profitable to operate. Outbidding a clutch of would-be purchasers, from Brazil, Japan, Australia, and points west, a rambunctious, smooth-talking trio of Philadelphia businessmen, Charles Williard and brothers Bob and Stanton Miller (who fancy the first-name acronym C-B-S) won the prize with a $7,775,000 offer. Immediately they trumpeted that the vessel would be parked near the Philadelphia International Airport on Hog Island, there to be billed as the "Eighth Wonder of the World." (The *Queen Mary* was bought by the city of Long Beach, California, a year earlier for a mere $3,450,000.)

Cunard seemed pleased that the liner would get a respectable home. The Philadelphia Tourist and Convention Bureau cheered over the thoughts of thousands of badge-wearing conventioneers and camera-toting tourists flooding the town. The C-B-S combine rubbed their hands over the prospect of huge profits.

Several months later, however, the muckraking *Philadelphia* magazine smelled rats in the rigging. In a highly critical article the magazine raised some embarrassing questions as to who was financing the deal, whether the 1,031-foot-long and 234-foot-high ship could get up the shallow Delaware River and under the Memorial Bridge to her berth, and whether she might constitute a hazard to low-flying jets descending on the airport. It was further suggested that C-B-S never intended to bring the ship to Philadelphia and instead planned to resell her to the highest bidder.

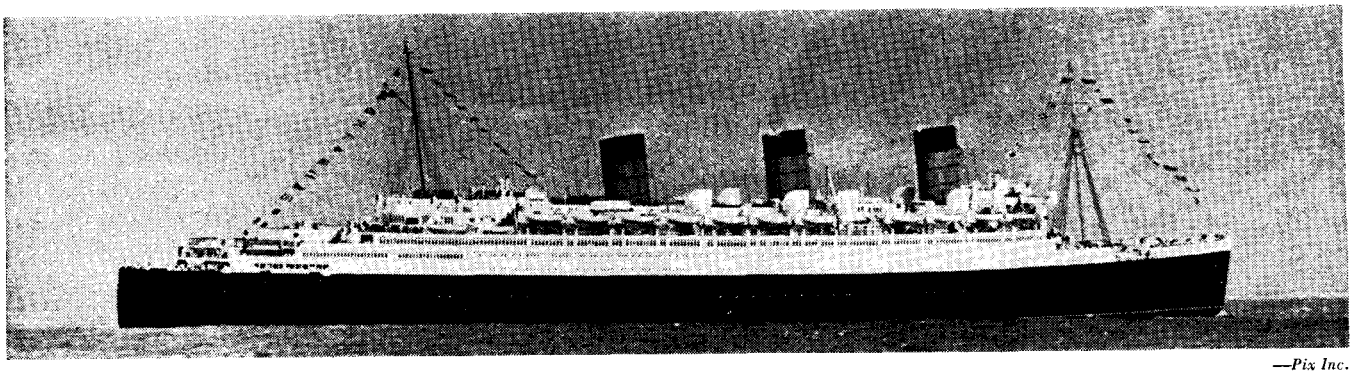
Cunard, meanwhile, heard an attractive offer from broad-smiling Claude Kirk, Jr., the governor of Florida. Suddenly C-B-S announced that the *Queen* would go to Fort Lauderdale, on the curious excuse that the federal government had failed to provide funds for an access highway to Hog Island. Cunard, apparently influenced by reports that the *Queen Mary* was a smash hit at Long Beach, had second thoughts about the transaction. So Cunard suspended its contract with C-B-S last October, retained ownership of the *Elizabeth*, and took a plunge into show business. The line set up The Elizabeth Corporation to operate the project at Fort Lauderdale and invested $1,000,000. The company will pay Cunard $20,000,000 over the next ten years, and then will become owners of the vessel. "As a result of the new plans," said Sir Basil drily, "Cunard's financial position should benefit considerably in the future." It was an odd sound coming from a man whose steamship company—like others—had lost as much as $1,000,000 a year since the dawn of the jet age.

So the *Queen Elizabeth* sailed into Port Everglades on December 7 to begin her winter years under Commodore Geoffrey T. Marr. Before she can enter her permanent berth, however, it will be necessary to dredge the Intra-Coastal Waterway leading to the pier and to build access roads from U.S. No. 1 to serve the flow of motorists. When the *Queen* has been altered to fit her new role about a year hence, she will offer a convention hall seating 5,000, 700 hotel rooms, 50 shops, two theaters and seven restaurants.

HER older sister, the 81,000-ton *Queen Mary*, will play a similar part at Long Beach starting early in 1970 when her alterations have been completed. In the year since her arrival, she has attracted an estimated 2,500,000 visitors who can only peer from afar; it is predicted she will draw 3,500,000 a year within five years. Confounding those Cassandras who prophesied she would turn out to be a white whale languishing on the municipal doorstep, she has turned out to be a sensation surpassed only by Disneyland.

Long Beach has entered into a twenty-year lease with the Diners Club which guarantees the city a minimum of $9,000,000 in addition to 30 to 50 per cent of the gross receipts. The city is investing $12,000,000 to recondition the vessel, the Diners Club $6,000,000 to create new facilities. There will be a museum of the sea on the lower decks and a convention auditorium holding 2,400 persons, 411 hotel rooms, seven restaurants and a snack bar, two nightclubs and six bars, including an English

(*Continued on page* 56)



—*Pix Inc.*

***Queen Mary*—"She has turned out to be a sensation surpassed only by Disneyland."**

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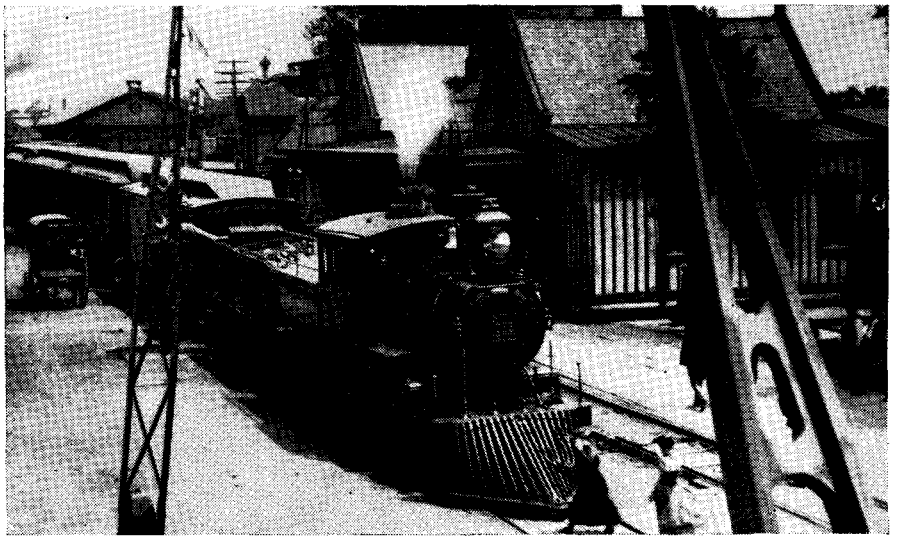
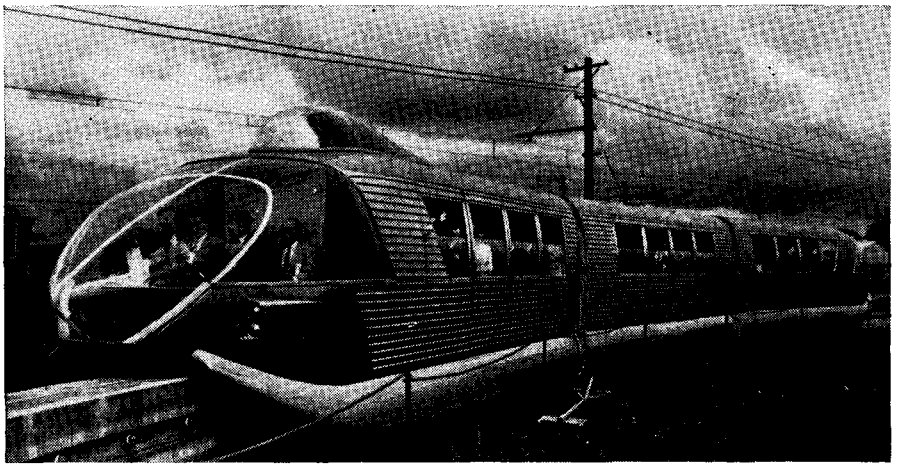


—*Bettmann Archive.*

Then: Cow-catching locomotive puffs into Lebanon, Pennsylvania, circa 1895.

A CENTURY OF RAILROADING:

EARLY DEMISE OR DARING NEW DESIGNS?



Now: Glittering monorail slithers into terminal in Japan, circa 1969.

By JACK GOODMAN

EXACTLY a century ago this May, Leland Stanford raised a silver maul and swung at a golden spike. The electric telegraph, that marvel of a simpler age, flashed word to Washington and New York, and stuttering keys rapped out exclamation marks at scores of stations along the way. Dashed from Promontory, Utah, to President Grant in the White House, the first message read: "Done! The last rail is laid! The last spike is driven! The Pacific Railroad is completed! The point of junction is 1,086 miles west of the Missouri River and 690 east of Sacramento City!"

One hundred years after completion of the transcontinental railroad, the West's rivers and red men have been tamed, as the speechmakers predicted at Promontory on May 10, 1869. Virtually every event forecast in the gush of oratory and editorials has come to pass—with one odd exception. People no longer clamor to ride the transcontinental high iron laid by brawny Irish immigrants and diligent Chinese coolies. In fact, long-haul passenger business is bad and likely to get worse on the dwindling number of railroads that still cater to passengers.

Century-old statistics are scarce, but it is quite possible that, aside from commuters, fewer passengers ride the nation's trains today than in 1869. Only the glacial pace with which the Interstate Commerce Commission handles its affairs, the outcries of railroad labor, and the fulminations of that strange breed, the railroad buff, have stalled extinction of once-famous trains and lowlier locals. Even so, events these past few years had threatened to eliminate all transcontinental train service before the Golden Spike Centennial could be properly celebrated at Promontory this May. The Government's decision to remove post office cars and transfer most mail service to the air or to highways cut deeply into the revenues of slower trains to which "head end" cars were traditionally attached. This further slimmed down passenger schedules.

While interstate highway construction, air route miles, and air passenger miles have been rising sharply—and using a multitude of tax dollars in the process—the nation's rail service and rail passenger miles have been shrinking. In 1920 the nation's railroads registered approximately 47.5 billion passenger miles (including commuter carriage). The figure peaked at almost 92 billion in the war year of 1945. But peacetime and the end to gas rationing, plus the arrival of speedy, multi-engined airliners, saw passenger-mile figures slump to 31.8 billion by 1950, despite speeded rail schedules, the advent of diesels, and the use of newly designed dome cars and roomettes on light weight streamliners.

Traffic figures currently being totted up by passenger carriers are expected to show only 15 billion or fewer rail passenger miles in 1968, including commuters, while revenue passenger miles flown by the airlines should handily reach the heights of 100 billion. Some 211,000 miles of railroad track remain in the forty-eight contiguous states—still more than in any other nation—but two-thirds of that track lies unused and rusting.

Passenger train timetables, once fat, map-filled compilations of fact and trivia treasured by small boys, traveling salesmen, and prospective vacationists, have been reduced to mere leaflets. One is lucky to locate a schedule of any kind on travel agency counters or rail terminal racks. Even the terminals are vanishing. Those marble-vaulted, tile-floored palaces are being replaced by highrise, glass-box office buildings. Small-town depots, where generations of country lads eagerly awaited the

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On our 3 week Lutheran Heritage tour. This is an escorted motorcoach tour that visits Luther's birthplace, Wittenberg, and other European cities where history was made such as Berlin, Worms, Mainz, Geneva, Rome, Florence and Venice. First class accommodations are included, most meals, all ground transportation, tips, taxes and of course, round trip air fare from New York to Hamburg.

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steam cars, are being leveled for supermarket parking lots, or stand ignored and unpainted.

Most important to today's traveler, such once-favored trains as the *Golden State*, *Commodore Vanderbilt*, *Olympian Hiawatha*, *Overland Limited*, and *Phoebe Snow* have departed their depots for the last time. The *Wabash Cannonball*, *Sunset Limited*, *Diplomat*, *Ak-Sar-Ben*, and a few dozen others continue, for now. Too often they are creaking, poorly maintained relics, shorn of fast schedules, lounges, diners, Pullmans, or parlor cars.

To those of us who remember, the dull-green, heavyweight, twelve-wheeled Pullmans of the 1920s, hauled along the New York Central's vaunted "water level route" by smoke-belching locomotives at better than a mile-a-minute, were the acme of smooth-riding luxury. So, too, were the more recent post-World War II streamliners that connected most major cities. We awoke refreshed in shiny roomettes snaking through Pennsylvania behind growling diesels, viewed the high country from new-fangled Vista Domes, chewed succulent steaks as *Zephyrs*, *Cities*, and *Rockets* zipped across the Nebraska or Texas plains at speeds that now and then exceeded 100 miles an hour. A few streamliners boasted phone service, secretaries, barbers, private dining rooms, and showers. Railroads such as the Baltimore & Ohio were known among seasoned travelers for their fine food; the Santa Fe was a glamour route for Hollywood notables. One arrived downtown precisely "on the advertised" aboard the Pennsylvania or New York Central's fleet.

To make a railroad voyage in like style today, an American must, with a few exceptions, journey overseas. In Germany, he rides the *Rheingold*; in France, the *Mistral*; in Japan, the Tokaido Line from Tokyo to Osaka. Even tradition-bound England is electrifying its lines, London-to-Manchester trains often nipping along at 100 mph. Switzerland's gleaming trains purr behind electric engines through tunnels and above Alpine torrents, slowing occasionally to let a Trans-Europ-Express roar past. Even in Italy, where Mussolini never succeeded in getting trains to run on time, the jet-set junkets from Milan to Rome aboard *Il Settebello* (390 miles in six hours). Closer to home, the Canadian National operates trains superior to most of ours on its Montreal-Toronto *Rapido* service. The 9 a.m. *Rapido*, for example, covers the 335-mile run from Montreal in five hours, averaging 67 mph, including two stops.

Even faster is Canadian National's new Turbo, which averaged 85 mph last month in its debut from Toronto to Montreal. Passengers stayed in their plush leather seats to eat airline-style lunches. In fact the interior of the extra-wide train closely resembles the first-class compartment of a jetliner. Tickets range from $10.90 to $22.70 for the 335-mile run, considerably lower than the $25 to $34 air fare between the two cities.

Overseas lines have their limits too. The flanged steel wheel, even when running on welded rails without the old clickety-clack tattoo, will never overcome friction completely. The 130 mph achieved on many portions of the *Hikari* super-express runs on the new Tokaido Line may be close to the practical maximum. The Japanese flyers average 101 mph on their 320-mile trips, including station stops at Nagoya and Kyoto.

Designers of the scarlet and cream-colored lightweight aluminum cars used in Trans-Europ-Express pool service linking Holland, West Germany, Belgium, Luxembourg, France, Switzerland, and Italy borrowed ideas liberally from the best American rolling stock of the 1950s, and from airplanes. Some lines have introduced meals-in-the-seat and checked-through luggage. Other runs operating between national capitals provide on-train customs men to check documents; on a few you can have currency exchanged—at the official rate. In Geneva and Rome, porters will haul baggage from trainside to hotel.

SOME months ago, Western Pacific petitioned to halt operation of the popular *California Zephyr*, a train labeled a "national monument" by railroaders foreign and domestic. Operated for twenty years, it is the best that remains of American long-distance railroading. The ICC stalled the *Zephyr*'s decline, ordering its continuance for at least a year, while permitting an added charge of $10 coach and $20 first class for the Chicago-San Francisco journey. The new surcharges obviously won't enable the Burlington, Rio Grande, and Western Pacific roads, which operate the *California Zephyr*, to replace the silver-sided lounges, buffet cars, domes, diners, Pullmans, and coaches in use since 1949. Efforts are being made to replace worn upholstery, keep dining car service above average, and continue the C-Z as a luxury train with a timetable geared to superlative scenery. But passengers boarding or detraining at such a major station as Salt Lake City often find no redcaps and must wheel their own baggage in supermarket carts toward often nonexistent cabs. San Francisco passengers use the ill-smelling, close-to-decrepit Fourth Street Station, which is linked by bus to Western Pacific's Middle Harbor Road trackage in Oakland.

Burlington president William J. Quinn, comparing a Boeing 727 flight between Chicago and Denver (two hours) and his line's *Zephyr* run on the same route (eighteen and a half hours), finds a $350 loss for the train, a $950 profit for the plane. Labor accounts for 42 per cent of the *Zephyr*'s operating

Ten Best Rail Rides in U.S.—*A Thinning Timetable*

BROADWAY LIMITED: Runs daily from New York's Penn Station to Chicago's Union. Operates with some vestige of former style. Superb service, a rarity in the East.

CAPITOL LIMITED: Plies B&O-C&O tracks daily between Chicago and Washington, D.C. Serves up better-than-average food. Low off-season fare gimmicks.

FLORIDA SPECIAL: Whisks daily between mid-December and April from New York concrete to Miami sands. Touts some of country's most modern equipment. Candlelight Cordon Bleu dinners and gratis champagne.

SILVER STAR, SILVER METEOR AND CHAMPION: Less posh than *Florida Special*, somewhat slower along the same route, but still a good ride.

EMPIRE BUILDER: Chicago to Seattle daily. Spectacular view south of Glacier National Park.

NORTH COAST LIMITED: To Seattle via Butte. Yellowstone scene always awesome from Vista Dome's ninety-six grandstand seats.

CALIFORNIA ZEPHYR: Links Chicago and Los Angeles. Only a shadow of its salad days, but the view can't be beat.

CITY OF DENVER/CITY OF PORTLAND: Leaves Chicago every afternoon. Crews handy and helpful with children.

CITY OF LOS ANGELES/CITY OF SAN FRANCISCO/CHALLENGER: Three trains in one—result of railroad belt-tightening. Slower than *Zephyr*, but fine food and good views of Echo or Weber Canyons.

SUPER CHIEF/EL CAPITAN: Beats City of Los Angeles into L.A. by four hours. "Pleasure dome" lounge and Turquoise Room remain from glamorous Hollywood past. Sunsets on the Arizona desert.

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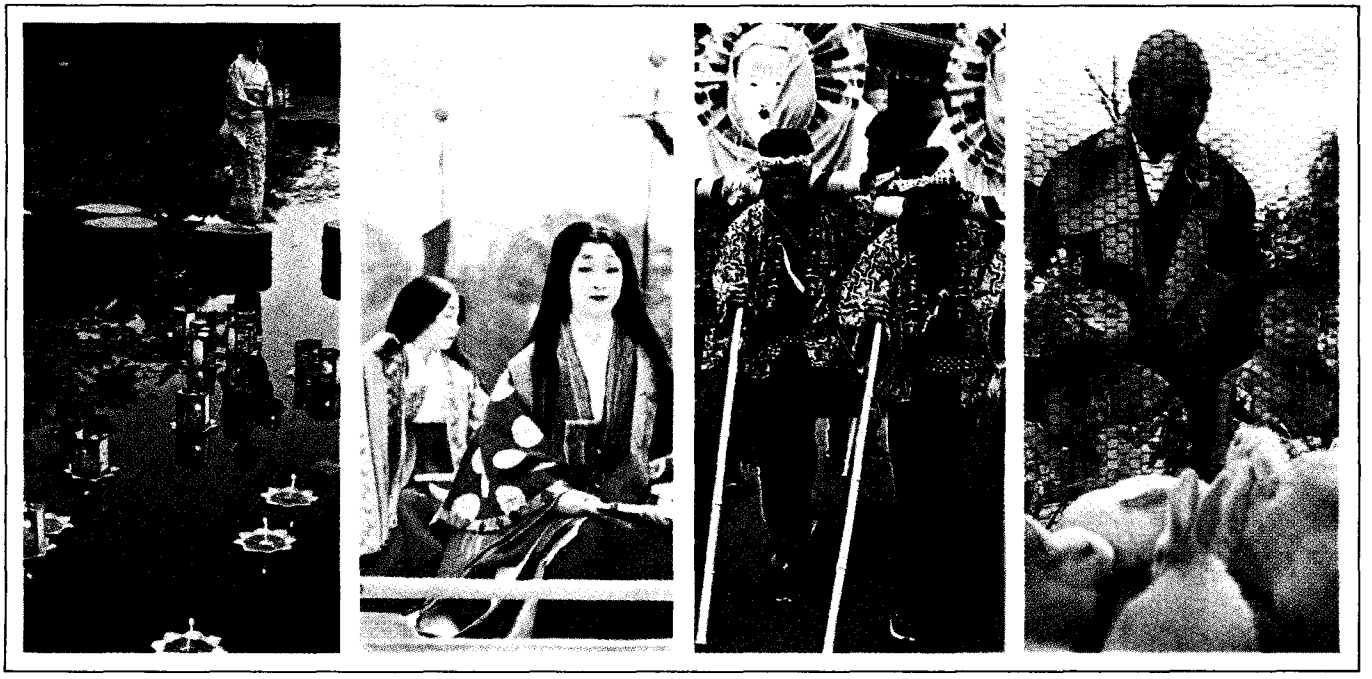
Come for the festival season

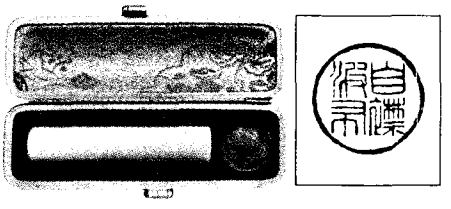


In Japan the festivals find you. Each with its own delightful legend and color. Candlelit lanterns floating on a quiet stream. Elegantly staged pageants commemorating a page of local history. Whole villages turned out in parade. Traditionally dressed children thanking animals for their fur with gifts of food.

Or perhaps it will be a tiny street fair you'll discover just around the corner from your new western-style hotel. Big or small, you're bound to sight a celebration almost any day in Japan. Complete with costumes and customs from another era. In delightful contrast to the bustling present.

It's all part of the charm of visiting Japan. The old and the new happily blended—to see, and to enjoy. Travel by luxurious jet to a town where time seems to have stood still, and where the houses are festooned with bright streamers for the Summer Star festival.

Stay in a 17th-century ryokan—inn—and enjoy ham and eggs for breakfast. Feast your eyes on shops loaded with cameras, pearls, silks. Indulge yourself in one of the unique crafts—perhaps a han seal with your own name delicately engraved



in Japanese characters. Or, just down the street, join the owner of the tiny antique shop in tea and sweet senbei crackers before he shows you his treasures.

For the festivals aren't the only thing that's old in Japan. So is the tradition of hospitality. You'll feel as welcome as a personal guest wherever you go.

Ask your travel agent about what's happening in Japan this year, and arrange to be a part of it. And ask us for our free new edition of "Your Guide to Japan." Then pack your bags and prepare for a real holiday—every day.

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expenses, as against 16 per cent for the plane.

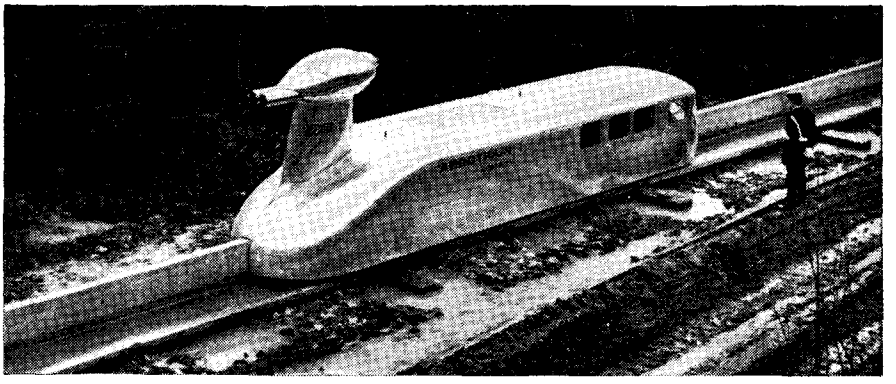
It is widely held that railroad passenger traffic in the United States will continue to wither unless the Government takes control. The Department of Transportation (DOT), established in April 1967, is directing the $90,000,000 High-Speed Ground Transportation Research and Development Program, an effort to ease airport and highway congestion by returning a decent proportion of traffic in the 455-mile-long Boston-New York-Philadelphia-Washington megalopolis to the railroads. While the public focus has been on Penn Central's DOT electrics, which test out at 156 mph, and on New Haven's end of the Northeast Corridor where turbine-powered runs have zipped along at equivalent speeds, the federal effort has also resulted in roadbed and track improvements on the "Pennsy" and new attention to the pros and cons of electrification. Significantly, most of the new fast lines overseas are electric operations. On the Penn Central's New York-Washington lines, electrified in post-Depression days, former speed limitations of the three-decade-old GG-1 locomotives have been raised to 100 mph on some tracks, a boost of 20 mph. With the correction of pantograph and catenary-wire power supply problems, the new Budd Silverliner cars built under the DOT program are expected to cut Washington-New York time to two hours and fifty-eight minutes from the fastest previous schedules of three hours and thirty-five minutes for the 226-mile run.

The Penn Central is spending $55,000,000 of its own money improving tracks, electric catenary, stations, and equipment to upgrade long-haul passenger service and commuter service on the old "Pennsy" lines. While the New Haven has few dollars of its own to spend, the turbine train—unless it's a flop like the Talgo lightweight of a decade ago—should be the forerunner of improving service on both New Haven's day and night runs to Boston and for the line's long-suffering commuters. New Haven Turbotrains are due to operate in the New York-Boston corridor in 1969. Timetables call for a three-and-a-quarter-hour pace, slicing a full sixty minutes from the best present runs.

Six years ago, Senator Claiborne Pell of Rhode Island urged a study of railroad potential in twenty-two heavily populated, heavily traveled corridors. It was found that modern passenger trains could cut airway and highway congestion significantly between cities 150 to 350 miles apart. One hundred-mph trains operating in and out of downtown stations obviously can ease the problems of businessmen, especially if the trains are modern, equipped with phones, secretaries, work areas, and food and bev-

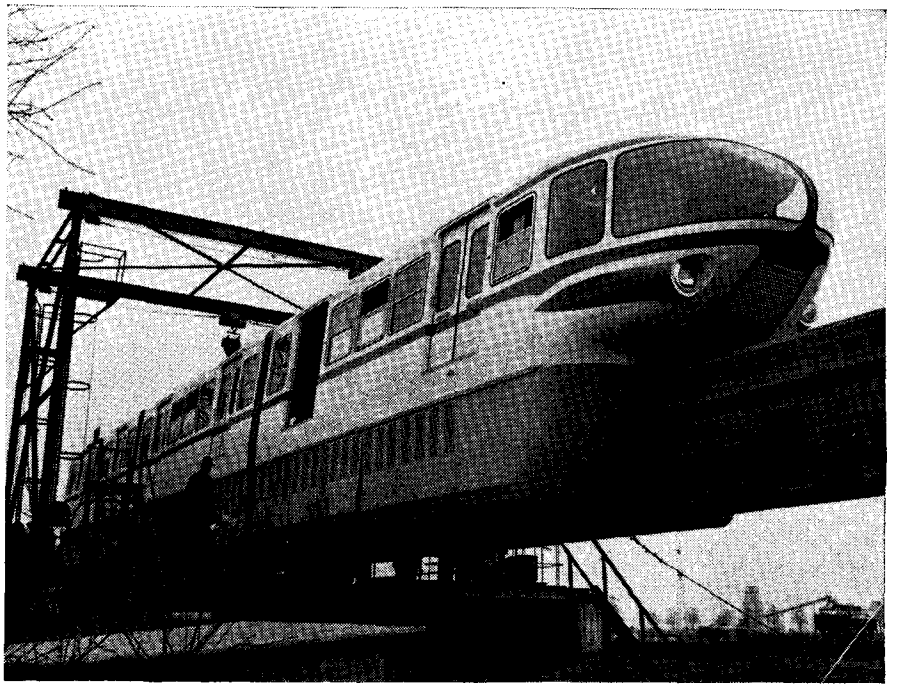
(*Continued on page* 63)

Centennial Medallion—Will 1969 celebration be the last?



—Pictorial Parade.

French Aerotrain—"Some lines have introduced meals-in-the-seat."



—Pictorial Parade.

German railcar on trial—Can U.S. counterparts outrun the death knell?

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Lady Bird on the wing—"A tour conductor in her next incarnation"?

A LAST LADY-LIKE HURRAH

Mrs. Johnson has assured future travelers, whether peering from trains, planes, or hotel windows, a landscape less marred by billboards and blight.

By CHRISTINE SADLER

WHEN Lady Bird Johnson enters semi-retirement down on the Pedernales, to mull through the notes and tapes which so far comprise her memoirs and to zero in on the Johnson City Garden Club, of which she is a new member, the country—or "This Great Land of Ours," as she calls it—will be lacking one of its happiest travelers.

Mrs. Johnson, unless all signs fail, will be a tour conductor in her next incarnation, specializing in American rivers, parks, seashores, old houses, new schools, sunsets, bluebonnets, and dogwood trees—with "From Sea to Shining Sea" her theme. She is a woman who likes to go places and see things because they are there, and would never maintain that she knew the redwoods until she had visited each tree personally.

As First Lady she led some 300 or more reporters and cameramen across prairies, up rapids and down, into mountains and oceans for some 200,000 miles. Although each of the forty trips had serious conservation or other social welfare overtones, each also was a lark and a gala. Her enjoyment of each was so obvious that her entourage often caught the gleam and wished for the trail to lead on and on. Drifting down the Mississippi on a grain barge, wading in the Gulf of Mexico, breathing the blue air of the Tetons, hiking up the ridge to visit a one-teacher school, dropping in at Monticello to try one of Jefferson's luncheon menus—to her it was all a happy adventure in her discovery of America.

She says of the Lyndon B. Johnson Administration: "In the White House we had an unfair division of labor. My husband worked on legislation for highways, parks, schools, health centers while I had the fun of going to see them."

Her "To Say Good-bye" trip in late November was no exception. Accompanied by 100 reporters, fourteen of them from other countries, she set out by chartered jet on a Friday morning to go 6,071 miles before Tuesday. Dedication of the new Redwood National Park in northern California was her major objective, but there would be stops in New Orleans and Denver, to open a theater, visit a special ghetto school, and walk through the French Quarter—to see inner-city preservation ideas in the former city and to visit Larimer Square, a restoration project financed by private enterprise in the latter.

Then the John F. Kennedy Space Center was added because she never had been there and officials promised she could make a simulated trip to the moon, a place which she naturally would like to visit in reality. Also, probably, she thought it would benefit the reporters to hear about moon flights, get a fresh look at the Atlantic, and drive around the 145,000 acres which even contain a wildlife refuge. This trip costs tourists $2.50, and no identification is needed. It includes the world's largest building and so much important "gadgetry" that many visitors feel they must be lost on the movie set of *2001*.

AS Mrs. Johnson's plane flew from Florida to Denver she explained the Central Plains to the foreign journalists and filled them in on "this young land of ours." In Eureka, California, conserva-

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—Photos by Wide World.

Pennant-waving youths welcome Mrs. Johnson to Montevideo, Minnesota.

tionists and nature lovers converged for the dedication of our most expensive, longest-worked-for, and perhaps our most awesome national park: 58,000 acres of spectacular redwoods stretching to the Oregon border, growing for centuries on coastal hills rising amid rushing white streams in which salmon thrive, bordered on one side by the rocky coast, standing in ferns, bracken, smaller trees and bushes, wild flowers of unexcelled lushness and beauty.

As I stood hip-high in ferns and wild iris blades, I could think only of what John Galsworthy once wrote about the Magnolia Gardens in Charleston. Nothing had prepared me for such magnificence; nothing could make me forget it. We had trudged a quarter mile in mud to reach the spot, after driving by bus an hour north from Eureka, but the sun was casting broad spotlight beams through the tallest branches—just as in the pictures—only that the coloring was more lovely.

Mrs. Johnson made her speech beneath a 234-foot "sapling" which had sprouted there in 1311 and measured 33.9 feet around. It was by no means the oldest nor tallest tree in the new park and the plaque she uncovered will be moved later, after trails are finished, to a cluster of the tallest trees—one of them 367.4 feet high—a few miles away.

In praise of Lake Powell, Arizona.

Students from Humboldt College held picket signs praising the park but urging its expansion. Some of them read "Lady Bird, Help Us Finish the Job," "This Is Only a Beginning," "Bridge Creek Is Not in the Park. Why?" "Save the Redwoods. We Have Enough Stumps," "Thoreau, Muir, TR, LBJ," "Save Skunk Cabbage Creek." These signs said what was on the minds of many conservationists in the audience. The hard truth is that after ninety years of effort, though the park is at last a reality, many details must yet be worked out and the park does not include everything conservationists wished. Like most legislation, that establishing this latest park last October was a compromise. Congress pledged itself to spend $92 million to make it encompass 58,000 acres and protected it on the ocean side by adding a strip of offshore submerged land a quarter mile wide for 50 miles of its length, along Route 101. Buffer strips along the east side also are envisioned.

The nucleus of the park will be three state parks acquired by California through the years. How the state will relinquish jurisdiction is not determined. Some Californians hope that the acreage can be swapped for badly needed beaches in the southern part of the state. Several lumber companies are affected. Mrs. Johnson said, "I want to express very genuine appreciation to the redwood lumber companies. They have shown great generosity in carrying out the intent of Congress. The change from timberland to parkland is causing a major alteration in many businesses, and I, as one citizen, am grateful for the cooperative spirit in which they are approaching these transactions."

She urged the same spirit in development of the area to accommodate more tourists. "What a tragedy it would be," she said, "if tomorrow's tourists find a repetition of yesterday's mistakes—neon strips and honky-tonk development. How wonderful it will be if the planning of tourist facilities here brings compliments—if the things man builds here seek to match the beauty of what God has wrought."

After that, it was a true Lady Bird look-see at two of the state parks: Prairie Creek for a lumberjack lunch and Jebediah Smith Redwoods for a two-mile hike along the Mill Creek Trail, the First Lady craning and looking at and enjoying every tree in sight. "People who seek tranquility—a chance for reflection—will find and love this place," she said. "Here in the woodland one can sense the great contrast between the slow, steady life of the trees, with all their majesty and solitude, and our pell-mell daily life; our headlong urban bustle with its taxi rides, red lights, and jet-powered mobility."

Visitors need not wait until the federal government has settled boundaries and marked new trails to see the redwoods. More than 27,000 acres are marked already. Roads and lodging are more than adequate and there are 374 campsites in operation. The streams have trout, salmon, and steelhead and, it is claimed, those who walk the wild beaches of the Pacific long enough are sure to find gold flakes on their shoes.

FRASER YOUNG
LITERARY CRYPT No. 1326

A cryptogram is writing in cipher. Every letter is part of a code that remains constant throughout the puzzle. Answer No. 1326 will be found in the next issue.

B UGYT WTYTD OGLT KRH CWT

QDGZTD HC MCL, G YTDZ PU-

CDH CWT: "C ACDL, OGVT OZ

TWTOBTP DBLBFRACRP."

—YCAHGBDT

Answer to Literary Crypt No. 1325

As a bankrupt thief turns thief-taker in despair, so an unsuccessful author turns critic.

—PERCY BYSSHE SHELLEY.

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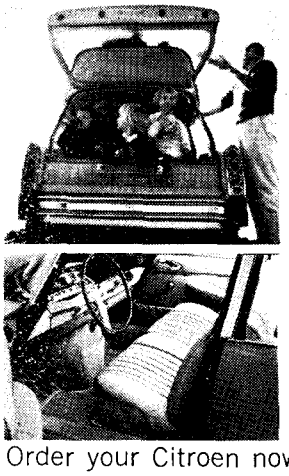

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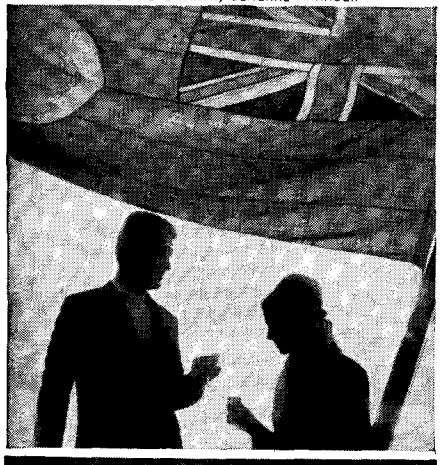


From Paddle-Wheelers

Continued from page 45

pub, on the upper decks. Already the ship is sold out for a convention every day of the year through 1970, and the Diners Club says it expects to recoup its entire investment from concessionaires before the first visitor steps aboard. (The operators are striving to preserve the vessel's British ambience, but this did not save a pair of bulbous chamber pots, which were recently sold at auction for $10.)

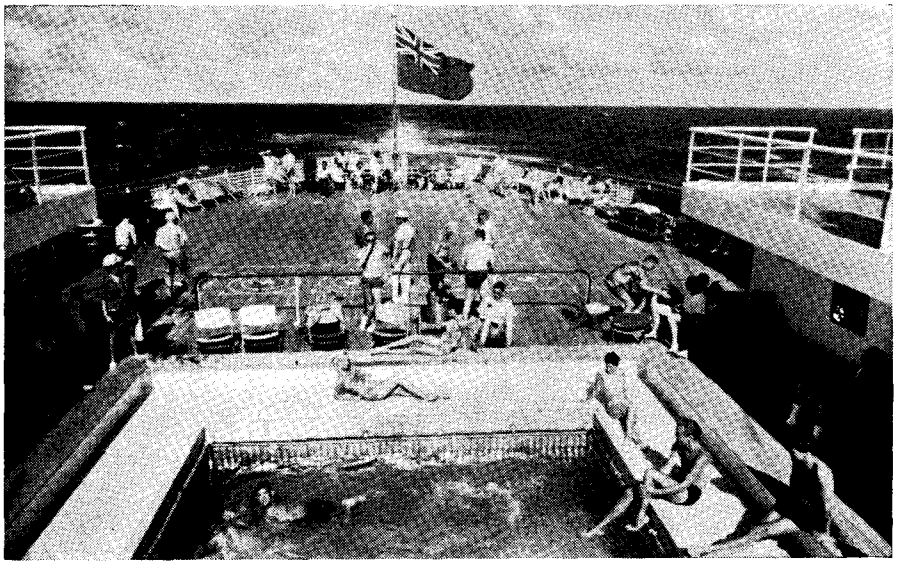
Glinting through the gloom of a pessimistic steamship future, P & O Lines has hope for better business. George M. Turner, president of the active British-flag line, said recently: "We even think it may be the beginning of a new era, in which people are discovering ship travel all over again. Certainly there is a future in the Pacific, where the biggest development of ship travel anywhere is beginning to get underway."

P & O, launching the world's largest passenger fleet of eleven vessels, is again invading the Caribbean, the Mediterranean, and the Atlantic with a broad schedule of cruises, in addition to regular Pacific and round-the-world voyages. The American President Lines is spending $400,000 to convert its lowest-price accommodations on the liners *President Cleveland* and *President Wilson* into a new economy cruise class to entice the budget-minded tourist. The Matson Lines is sending the S.S. *Lurline* on a cruise to Acapulco and other Mexican Pacific ports this week, and a round of four Hawaiian islands later in the month.

Among the veterans on the Atlantic, the S.S. *United States*, the last and permanent winner of the retired Blue Riband, casts off January 23 on a 19,000 mile, thirty-nine-day cruise to three continents—South America, Africa, and Europe—touching at ten ports and making her first foray into the Mediterranean. Round-the-world cruises are scheduled for the Holland America Line's S.S. *Rotterdam*, leaving New York on January 18, and the American

—*Photos by William J. Rader.*

Sunset (above) and sunshine on P & O's *Oriana*—"Glinting through the gloom of a pessimistic steamship future."



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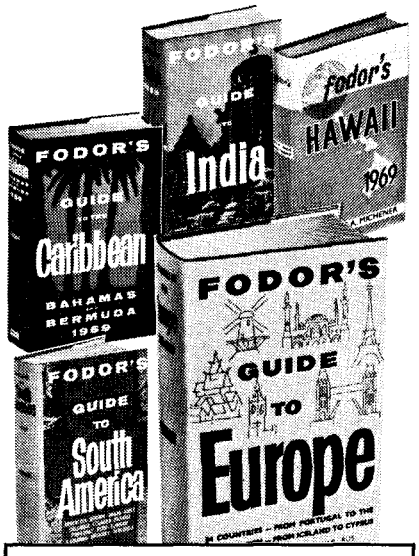

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Most of the action for the next three months, however, will be in the Caribbean. All the large shipping lines and a score of the lesser ones will be swarming to the ports of the Spanish Main, from New York, Miami, and Port Everglades. A fleet of fifty-odd ships will offer more than 350,000 berths. Bookings are up about 15 per cent over 1968, and it is estimated that customers will spend around $230,000,000 soaking up the sun and buying up the loot between now and April 15. Outstanding among a dozen ships appearing in the West Indies for the first time is the 34,000-ton Cunarder *Caronia*, the first to be designed exclusively for cruising, which has been refurbished by Universal Cruise Lines and sent back to the wars as the *S. S. Caribia*. (The American Export Isbrandtsen Lines, which had been pushing the *S. S. Independence* as a "go-go" ship to appeal to the younger traveler, has quietly retreated a step by painting out the psychedelic sunburst on her hull. It was too expensive to maintain, the line explained.)

One sure sign that the ships are refusing to expire is the rush to build new passenger terminals. Miami has just completed a $4,800,000 complex that can handle three cruisers at a time and six in all by June in anticipation of a 50 per cent increase in customers. Burgeoning Port Everglades has spent $2,500,000 on a set of piers that can berth seven ocean liners at once and will be operating for the first time this winter.

THE Port of New York plans to construct a $60,000,000 consolidated passenger terminal on the Hudson River to replace the shabby, barn-like structures that have long plagued the ship traveler. Work will begin this month on "luxury liner row" between 46th and 50th Streets and is scheduled for completion in 1972. It is expected the terminal will be handling 850,000 seagoers by the end of the decade.

While ships are built primarily for travel and transport, several are showing their versatility in other fields. The *S.S. Ryndam*, disguised as the World Campus Afloat, leaves Los Angeles early in February on a round-the-world adventure in sugar-coated education, its students registered with Chapman College of Orange, California. About the same time, the hospital ship *S.S. Hope* returns to her home base in Chester, Pennsylvania, following a ten-month mercy mission to the island of Ceylon. Whether in pursuit of pleasure, learning, or humanity, shipping will be full speed ahead (and damn the jets) in 1969.

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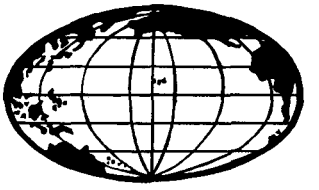

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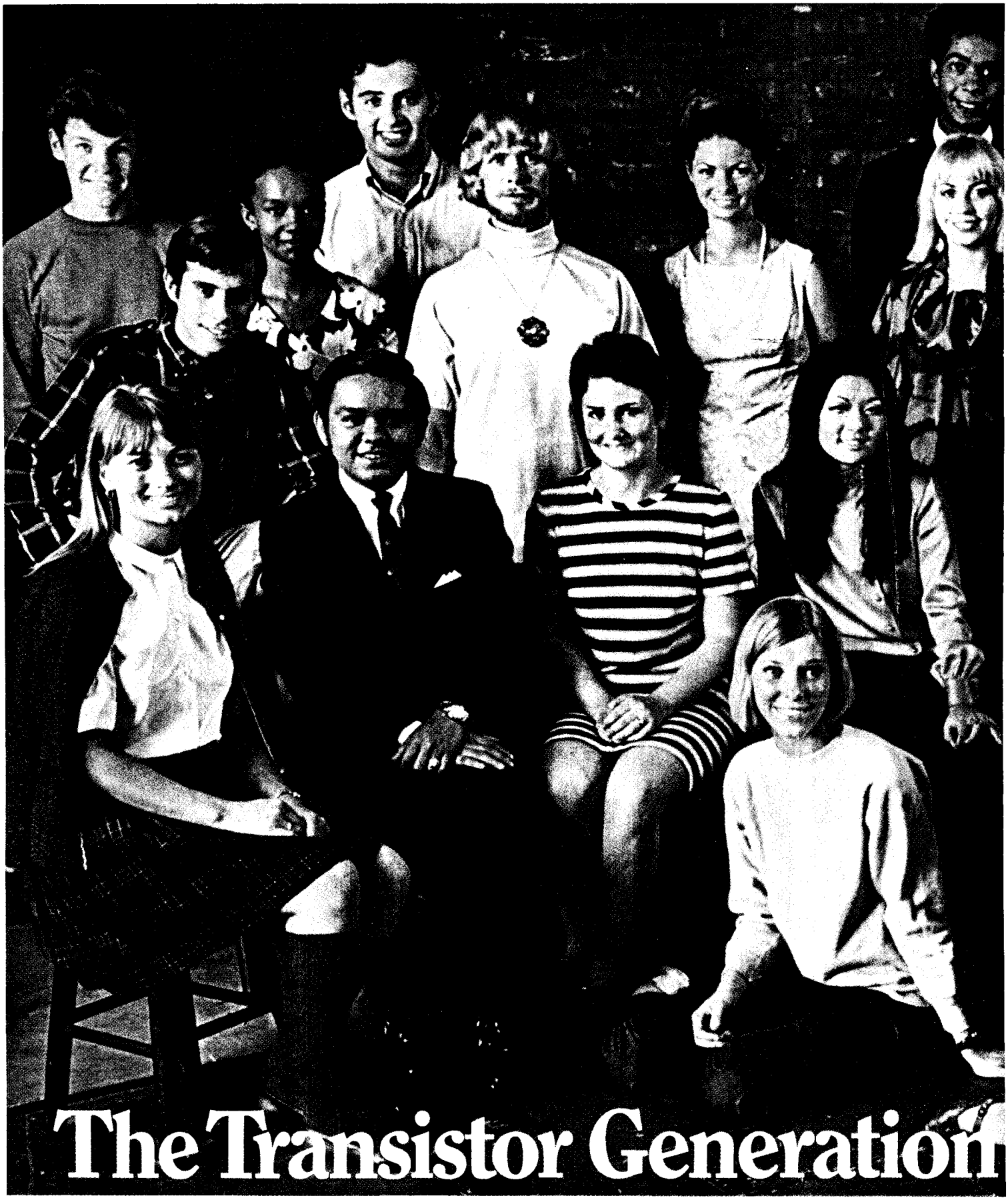

The Transistor Generation

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If these young men and women are the "turned on" generation, the transistor, invented at Bell Telephone Laboratories, helped create the communications that turn them on.

Chances are that seven out of ten of them will make a future career in a business that depends on the transistor growth, if not its very existence. And, thanks to the continuing development of transistor

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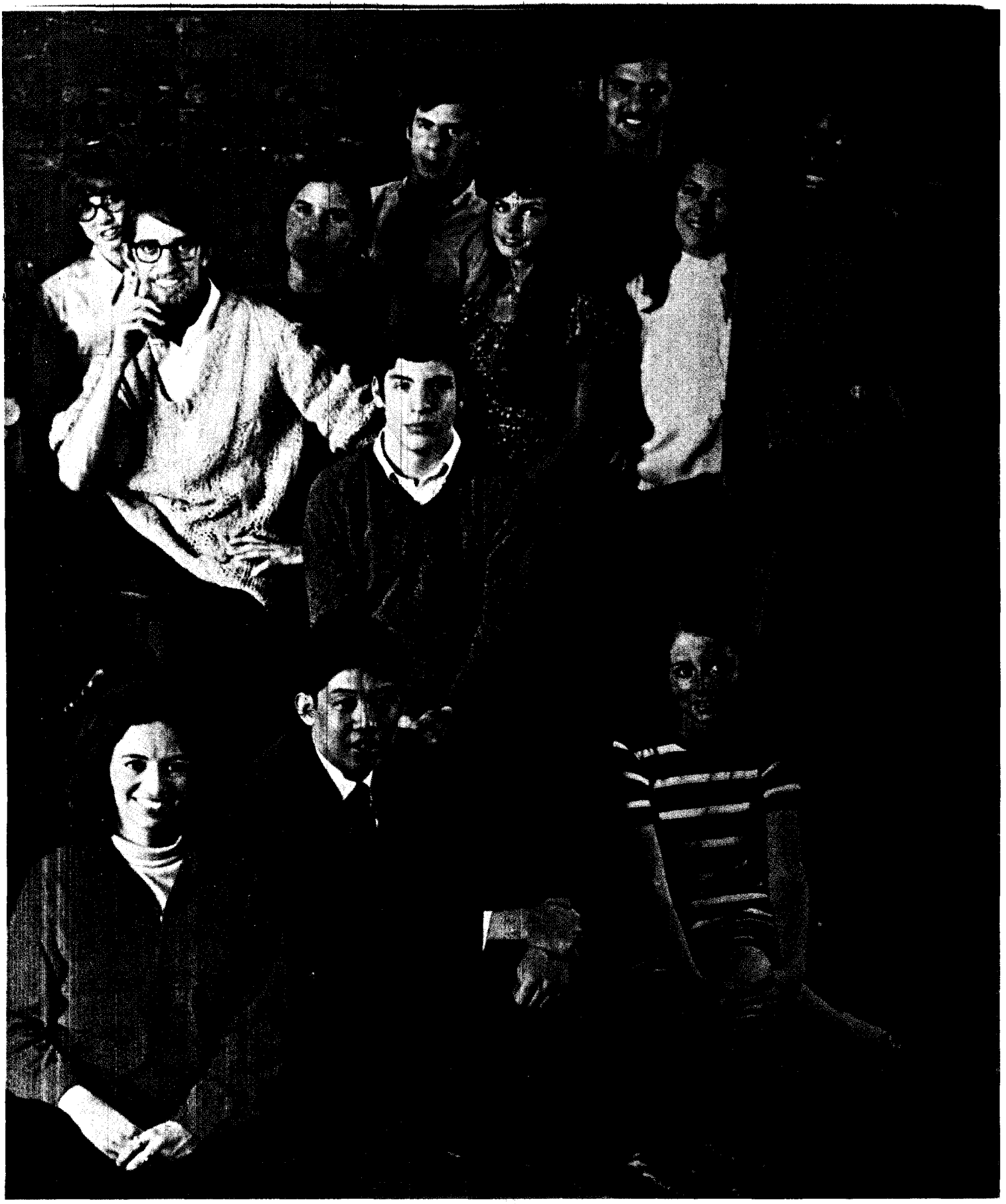

technology, which has led to the integrated circuit, before these youngsters reach 30 the electronics industry will have become the largest in the world.

It all began with the search for better communications, a continuing project, not only at Bell Telephone Laboratories but throughout the nationwide communications network called the Bell System.

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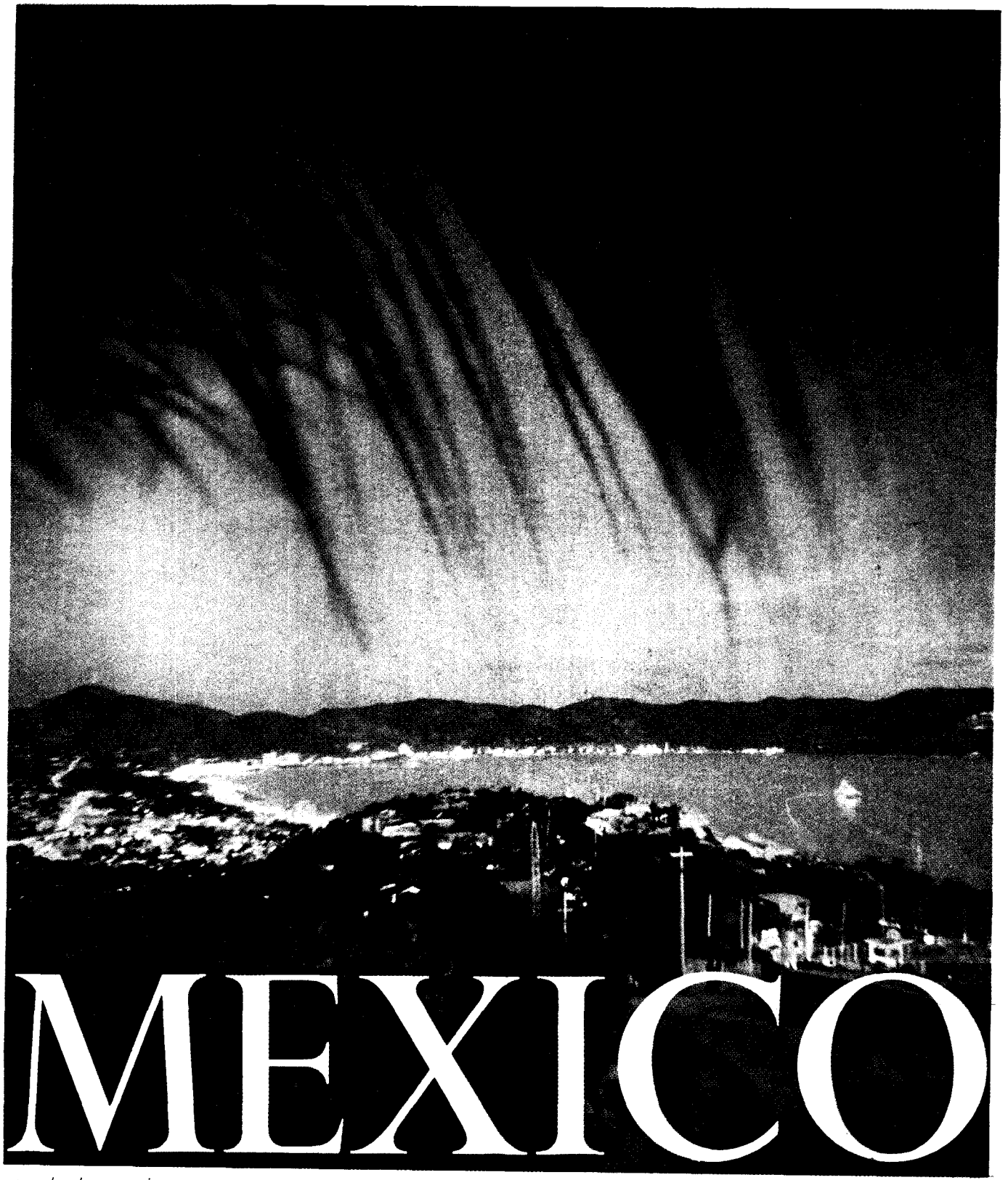

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Editorial

Continued from page 26

the United States as near economic collapse as a growing young country can become without actually being in physical revolution. With the economic and social motors groaning toward a breakdown, with banks closing in every state, and money gradually becoming a scarce and fearsome thing, with panic everywhere and hunger stalking the cities as Iowa farmers dumped their milk because there was no market for it at any price, the early days of 1933 were undeniably among the most difficult any American has ever lived through, an unforgettable moment of personal and national agony.

REMEMBER the feeling in the pit of the stomach when we heard that London had been set afire by Nazi bombers, and there seemed no chance that European civilization could withstand the onslaught (yet somehow the British Isles would survive and Hitler would be overthrown). They were sickening days even on this side of the Atlantic, sickening and sad, as though the world had suddenly gone berserk, and everything we held dear was up for auction with the devil. Sickening days, too, when first we learned of the dreadful atomic explosion that would change the world forever, would make modern man obsolete and naked to destruction. The most terrible war in history would soon end through this unprecedented display of naked force and destruction—dark days indeed for anyone with an iota of imagination or the sense of the shape of things to come. Again, the world seemed to fall about our heads and insanity to rule us on that terrible Friday noon in Dallas, as it would later with the political murders of the President's brother and the leader of the Negro race.

So, without taking anything away from 1968, which was bad enough, we should know that we in America have gone through this and worse before as we have faced a new year and a new political Administration, even one representing less than the majority of the electorate. It has been wisely said that stirring times call for stirring solutions and to remember that the Oriental word for "crisis" is also the word for "opportunity." Man never strides toward progress without unrest and change as the context, and perhaps the turmoil of 1968 bears with it a message that we are in a truly progressive era once again, a forward movement of historic proportions equal to our difficulties, frustrations, and angers. —R. L. T.

Railroading

Continued from page 51

erage service. Whether such intercity trains can operate at a profit is academic to some students of transportation and city life. Utilizing existing rights of way, they would prevent expressway projects from further slicing out the heart of our cities and countryside. A single railroad track holds as many passengers per hour as a twenty-lane expressway. Modern high-speed trains, running on electricity, would also thin out air pollution—as well as airport congestion.

WHILE the Government goes about resurrecting the commuters, the long-haul lines continue to whistle past the graveyard, unsure of their fate. Railroaders insist that they can't afford the millions of dollars for equipment needed to replace the present hard-to-maintain streamliners. A new *California Zephyr*, with or without the improvements that car-builders might borrow from *Rheingold* or *Il Settebello*, would cost more than a 707 jet—and still operate at a loss. Unless the Congress authorizes a multimillion-dollar subsidy program, the silver maul that hits the golden spike this May at Promontory could sound nothing more than a death knell.

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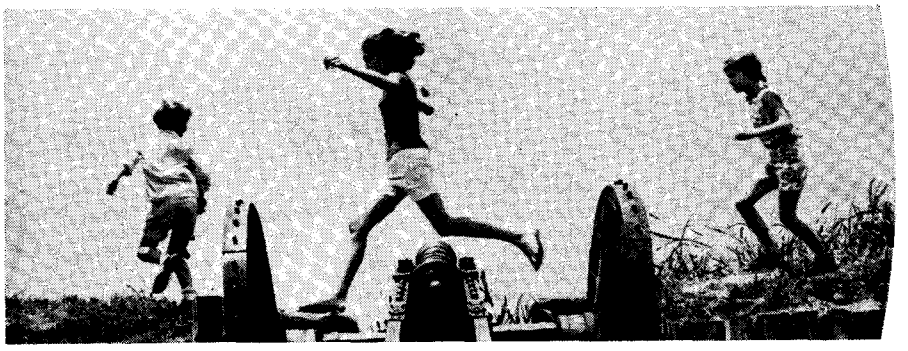

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Storage Space

Continued from page 38

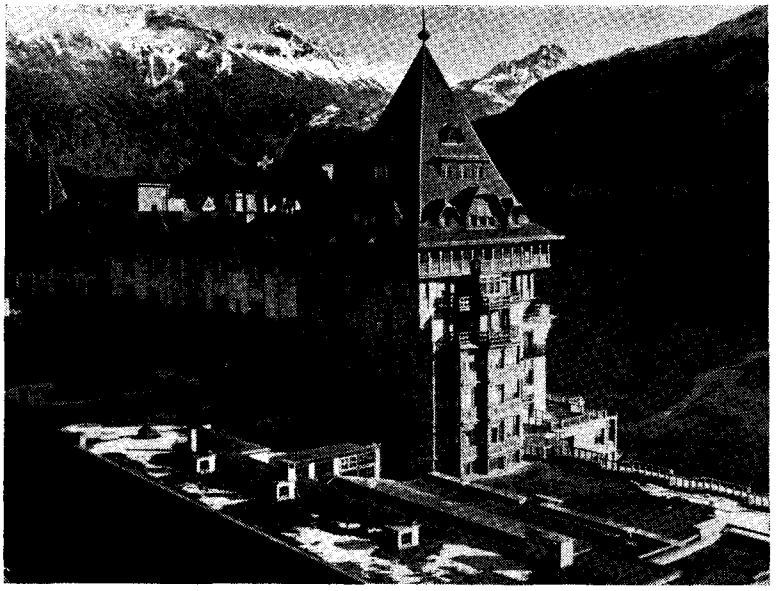
tourist influx there has increased 137 per cent in the last ten years and received further stimulation by the Olympics. The estimate is that 30,000,000 foreign visitors will come to Mexico in the next ten years. Due in large measure to the Olympics hotel needs, Mexico now has a greater concentration of new hotels than any other country in the world, but by 1970 another 1,000 rooms will be added in Mexico City and 5,000 more in Acapulco in an effort to maintain some kind of balance between supply and demand.

All this activity has posed the need for some kind of computerized world hotel bank, if for no other reason than to keep the industry from burying itself in paperwork. There's no other way to know, at any given moment, how many beds are where. TRAV-L-DEX, a system offered by Holiday Inns of America, Inc., through its subsidiary, General Data Corporation, became operational last June. During its first three days the system confirmed 1,547 rooms for fifty-seven hotels in Hawaii. Other systems include Pan Am's Panamac Electronic Reservation System, which started off by hooking up 82 per cent of all Jamaican hotel rooms, and the American Express subsidiary, Express Reservation Service, Inc. The Ramada Inn chain, with an alert eye on Holiday Inns, has signed a multimillion dollar contract with American Express to tailor a new electronic reservations system to be called Ramada INN-STANT. It will have a world-wide capability. Most of Hilton International's 13,000 rooms will soon be TWA-computerized.

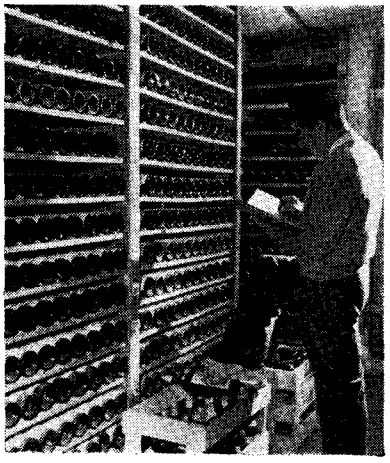
A global bank of hotel rooms may indeed become a one-world reality long before political walls are breached. Balkantourist, the national Bulgarian Tourist Office, is already holding exploratory talks with Hilton to build a second deluxe hotel in Sofia. The Hemus, a nineteen-story top category hotel, opened in Sofia a few months ago. It offers TV in every room, private bars in some rooms, a roof garden restaurant which at night turns into a fashionable club. Bulgaria has agreements to honor Diners, American Express, and Carte Blanche cards, and has opened the border to Hertz-Rent-A-Car offices in Sofia and Varna, on the Black Sea. The Pan Am-Inter-Continental hotels scheduled to open by 1970 include deluxe hotels in Bucharest, Budapest, and Prague. The Soviet crackdown may drive Czech intellectuals underground, but it won't delay Pan Am's new hotel from rising high.

The Grand Hotel in Warsaw recently commemorated its first ten years of highly profitable operation with its 500,000th international guest. The big three hotels

Spaving Off the Palace Revolution



—Photos by Swiss National Tourist Office.



Whether the world of the Superjet will allow the survival of the palace hotels is a question facing grand tours and grand tourists. Switzerland, motherland of grande dames, still boasts such well polished gems as the Palace Hotel (top) and the Kulm (center and bottom) where sports trophies and wine cellar receive tender loving care. Both are in St. Moritz. More than half the Americans queried by Gallup pollsters recently chose Switzerland as the land they'd most like to visit. Next came Ireland-Great Britain, 44 per cent, and Italy, 42 per cent. See page 37 for a plan to save twenty palaces including those in St. Moritz.

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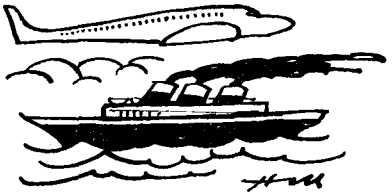
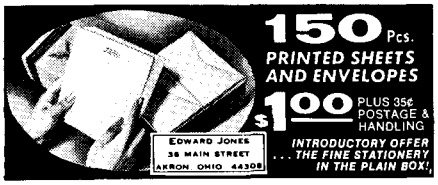
of Crakow—Polonia, Cracovia, and Francuski—were extensively renovated during the past years. ORBIS, the Polish Travel Office, has just opened a new 210-room hotel in Torun, birthplace of Copernicus, and, after its first success with a motel at Mlawa on the Warsaw-Baltic coast route, it is rapidly building motels all over the country, with the welcome mat out to international tourists. One of the most ambitious projects is a Tourist Center at Sandomierz, on the Vistula. It will include three pavilions accommodating 226 guests, a restaurant to serve 150 at a single setting, an automobile service station, a beach, boardwalk, and marina.

Cold war problems to the contrary, it now takes only twenty minutes with a



U.S. passport to get an East German border visa and drive on into the Deutsche Demokratishe Republik, particularly if you signify your intention to visit any of the chain of fifteen first-quality Inter-hotels. They're located in the principal tourist cities of East Berlin, Dresden, Magdeburg, Leipzig; in the old university town of Jena; also in Erfurt, a city of flowers on the edge of the Thuringian Forest; the old castle town of Halle-on-Saale, where Handel was born; Weimar, where the homes, museums, and memorials to Goethe, Schiller, and Liszt are well maintained; Karl Marx Stadt, formerly Chemnitz, a center of sixteenth-century architecture and new mechanical engineering colleges at the edge of the silvery Erz Gebirge, the Ore Mountains.

One should have little trouble securing a room at any of the fifteen hotels—barring the unheralded arrival of 150 Canadians and twenty-six Sikhs.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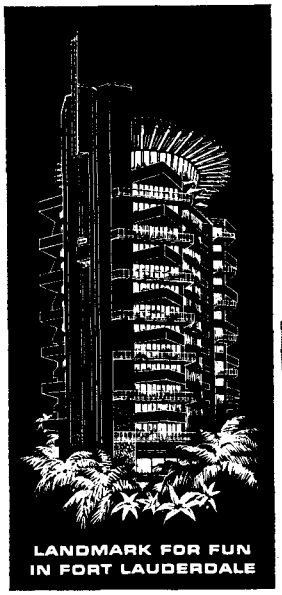

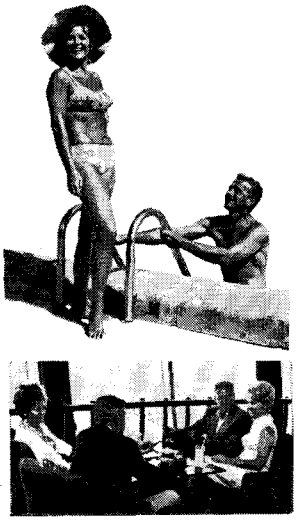

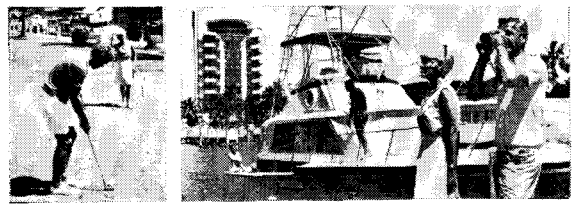

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Travel 1969

Continued from page 31

from Washington, Governor Volpe, the incoming Secretary of Transportation, will need our prayers.

In these pages some time back [*SR*, Dec. 16, 1967], Frank Riley, a Hollywood screenwriter and frequent contributor to *SR*, took a last fond look at Tokyo's Imperial Hotel before a wrecking ball committed it to the ages. Now, the lump smaller in his throat, Riley has completed a world-wide hotel-hopping study, with the conclusion that the concrete can't dry fast enough in 1969 to keep up with the jet-powered tourist boom. In his meanderings, Riley happily uncovered a campaign to save some proud old palaces from the Imperial's fate. Trevor L. Christie, long known to *SR* readers, sometimes rues the jet age and what it's done to steamships, but he finds a ray or two of hope glinting on the high seas. Jack Goodman, a longtime rail buff and Utah correspondent for *The New York Times*, is getting ready to help celebrate the 100th birthday of the transcontinental railroad this May in Promontory, but as he notes there won't be many cross-country trains around to blow out the candles. Still, the New Year will bring the birth of the high-speed commuter.

In a few weeks the nation will wave good-bye to one of its happiest travelers and most ardent conservationist, Lady Bird Johnson. Christine Sadler, Washington editor of *McCall's*, records the farewell junket of a very unlame duck. In the pages beyond, there is a gallery of photographs representing the best of *SR*'s annual contest, and last, a calendar of 1969 travel events beginning with bowl games, ending with bowl games.

—D. B.

WIT TWISTER #93

By ARTHUR SWAN

The object of the game is to complete the poem by thinking of one word whose letters, when rearranged, will yield the appropriate word for each series of blanks. Each dash within a blank corresponds to a letter of the word.

The Devil looked within the — — — — — — and saw
A — — — — — — — of lewdness
hidden from our sights.
The cunning — — — — — — —
then played upon this flaw
With dreams of — — — — — — —
feminine delights.

(*Answer on page 70*)

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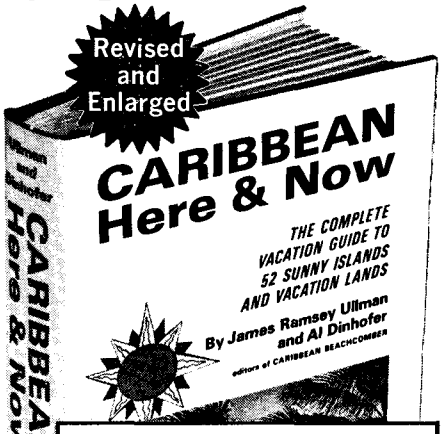
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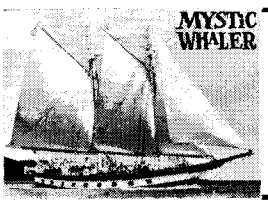

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Stack-Ups

Continued from page 35

has put a bit more than $1 billion into state and local airports (about 30 per cent of their total cost) in twenty years, 900 new airports are needed and 2,000 more need improving. The cost, by FAA estimate: $4 billion to $5 billion in the next six years.

What are a new President and a new Secretary of Transportation to make of all this? First, they will inherit a final Johnson transportation budget that is somewhat austere. But Mr. Johnson will hint that almost any financing scheme—user charges and even a trust fund, perhaps—would be an acceptable way to get the air lanes modernized quickly. Next, the Administration will leave office saying it is not convinced that massive federal outlays are necessary to help build the non-federal airports. It will endorse federal leadership (and some funding) of airport planning—but not money to provide the concrete of runways and the brick and glass of terminal buildings.

If these sound like Republican principles—pay as you go and keep the decision-making at the local level—Mr. Boyd and his crew have already heard that charge from other Democrats. Whether Mr. Nixon will accept Mr. Boyd's hand-me-downs remains to be seen.

Without being too specific, Mr. Nixon pledged during the campaign to attack "a crisis in air transportation which requires new and imaginative solutions." He said he would consider removing the 40,000-man Federal Aviation Administration, which operates the airways, from the Transportation Department, but most observers doubt that he would gut a two-year-old executive department by taking away its most important component.

With urbanologist Daniel Patrick Moynihan in the White House at Nixon's side, former Massachusetts Governor John Volpe (familiar with the traffic-stuffed Northeast Corridor) as the new Transportation Secretary, and former Michigan Governor George Romney (who helped give the city the automobile) at the Department of Housing and Urban Development, Mr. Nixon has at least surrounded himself with men who are acutely aware of transportation's darker problems.

The departing Administration leaves behind one powerful weapon with which to wing, if not shoot down, the air congestion crisis. This is an FAA rule, issued last fall and effective in April, limiting landings and takeoffs in bad weather at five "high-density" airports—JFK, La-Guardia, Newark, Washington National, and Chicago O'Hare. The rule not only requires the airlines and other users to

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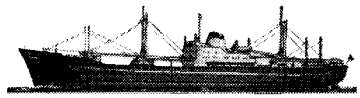

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allocate the flights among themselves (or have the Government do it), but bans private planes from JFK at certain rush hours.

This ban is a revolutionary change of policy. In effect it declares that airline travel is now mass public transportation, which will be given priority treatment in accord with its newly recognized status. The change ends the sacred first-come, first-served philosophy under which the lone eagle in the Cessna had the same right to the sky as the commercial jet. It may be challenged in court and surely will be damned in hangar bull sessions till eternity. Even the airlines—the apparent victors—deplored it as only a stopgap measure.

But M. Cecil Mackey, assistant secretary of transportation for policy management, said the high-density rule is the shadow of things to come. The new rule is not oriented to types of aircraft or operators of aircraft, he said, but to the total number of people served.

"Taxis have free parking in front of hotels, where private cars can't stop. Buses can pull right up to Shea Stadium. We have exclusive bus lanes on some highways. The railroads have long had condemnation privileges. This concept of 'the most people served' has been very slow in coming to aviation." In ten years or less, Mr. Mackey believes, major airports will serve only airliners and all other aircraft will fly into smaller specialized fields.

The same principle may eventually drive private autos from the city streets in favor of mass transit. Until then, the hopeful airline passenger may be helped temporarily by the high-density rule—assuming he can get to the airport. But in the long run? In 1968, United States airlines carried more than 150 million passengers. They claimed to be adding new passengers at the rate of 40,000 a day. If the forecasts hold up, on any given day in 1980 more than one and a half million passengers will clamber aboard airliners somewhere in the United States.

There are, of course, no forecasts on the number of air traffic controllers who will get hung up in highway jams on the way to the tower, or how many taxicab handles will be grabbed at Kennedy Airport, or the length of time Secretary Volpe's plane will spend in airline stackups this year. This is not to mock the grave problems confronting our airport systems, but if the new Administration and millions of passengers are to avoid insomnia, nervousness, tremors, cramps, headaches, and all the other maladies that afflict traffic controllers, a sense of humor might help.

Giant Bird

Continued from page 33

knees won't encounter the same bottled-up frustrations on the 747, but leg room may continue to be a problem. It's all in the "seat pitch"—the distance from the back of one chair to the back of the next. According to John Krasman, IATA's agent in New York, the 747 may be fitted with the same 34-inch pitch as today's jets. More side-to-side wriggling room is assured—if the 747 economy sections carry nine chairs across, not ten. Some airlines are lobbying for a ten-seat row which would narrow the chairs to current hip-hugging proportions, but Krasman doubts they will win.

All three manufacturers of the so-called "wide-bodied craft" are trying to create a living room of the air. Says Milton Immermann, president of Walter Dorwin Teague Associates, a New York-Seattle firm which has designed Boeing planes for twenty-three years: "For the first time we are designing rooms rather than the inside of a mailing tube. We are trying to provide passengers with a more common frame of reference. The idea is to incorporate more of the peripheral sensation so that a person can swivel about, so he isn't continually facing forward. I don't see why the seats have to face the direction of flight, but the airlines have so willed. I've even thought of taking out the windows—what the hell can you see at 40,000 feet?—but this wouldn't go over."

Pan Am is aiming for a December 17 inauguration of the 747—the same date in 1903 that the Wright Brothers sputtered into history at Kitty Hawk. From all signs, the public can't wait. When Pan Am ran a brief newspaper, television, and direct mail campaign asking "Reservations, Anyone?" the response was 300 applications a day. The 366 who ride the first 747 will have been picked from a waiting list of more than 2,500. Pan Am has ordered twenty-three of the $20,000,000 planes, Trans World Airlines twenty-two, United eighteen, BOAC eleven, American and Northwest ten. By the end of 1971, twenty-six airlines will be flying a total of 158; by 1978, 500 should be in the air.

Even the most blasé world traveler may have trouble adjusting overnight from mailing tube to living room. One reads that the 747 is longer than the distance of the first Kitty Hawk flight, or

LITERARY I. Q. ANSWERS

(The) Iceman Cometh: 1. Ingénue. 2. Choreographer. 3 Epilogue. 4. Masque. 5. Antagonist. 6. No-drama. 7. Commedia dell' arte. 8. Opera. 9. Motivation. 10. Entr'acte. 11. Thespis. 12. Hubris.

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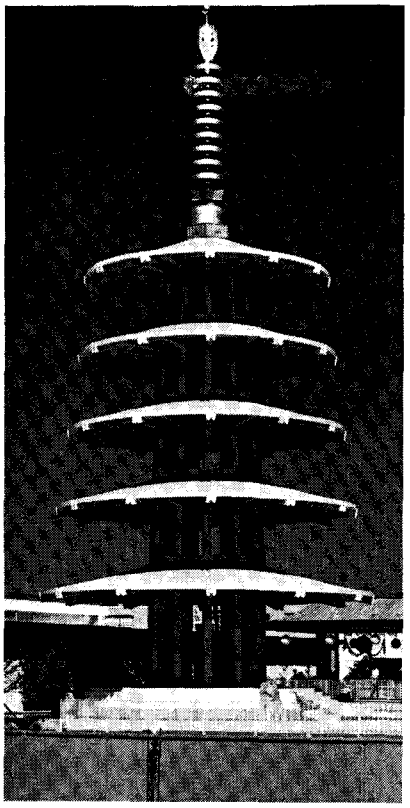
almost as long as a football field, or twice as long as the DC-7, or as high as a three-story building from ground to cockpit, but none of the easy metaphors prepares one for the shock of stepping aboard. Huge as it looked from the outside last September, looming like a red-white-and-blue phantom in the morning fog, dwarfing its hundreds of admirers like Lilliputians, it seemed even bigger inside. Immermann's designers have sought to control the feeling of immensity by dividing the cabin into sections. Yet when the aisle curtains are swept back and one is able to peer down the length of the cabin, then glance from side to side to take in the width (which approaches movie-theater measurements), an obvious question arises: How will the 747 get off the ground? An answer comes from Lockheed, which already has successfully test-flown its C-5 military transport, the largest plane on earth, capable of holding 900 passengers or, if you will, six Scenicruiser Greyhound buses. Boeing promises that the 747 not only will fly, but will fly faster, land softer (the impact cushioned by sixteen wheels), spew no smoke, and make less noise.

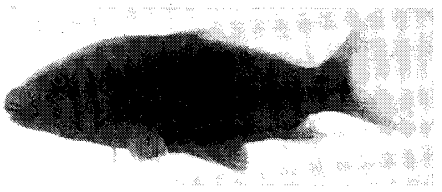
So taxed are the 13,000 Boeing-747 builders, who are trying to turn out a plane every two and a half days, that tours of the Everett plant have been halted. But visitors to the Renton works southeast of Seattle can walk through an interior mock-up complete with full seating and upstairs lounge—an experience recommended to soften the blow of boarding the real thing next December.

Watching a row of stewardesses breaking bottles of champagne over the monster's hull that autumn morning, one pondered the energy they will expend trying to serve 366 passengers spread out over such a vast interior. But, said Pallavi Patel, a pretty Air India operative: "It probably will be easier for us. The

—*Lockheed.*

"Making a pitch for the palate."





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cabin is divided into sections so we will work in smaller areas, with certain teams of passengers to serve." Cory McCowen of Continental Airlines was puzzled at the 747's floor length ("You just walk and walk and there's no end to it."), but she too anticipated less labor. On 727s she and three other stewardesses have charge of a maximum of 110 passengers —a ratio of 1 to 27.5. On the 747, a fifteen-stewardess crew would lower the ratio to 1 to 24.5.

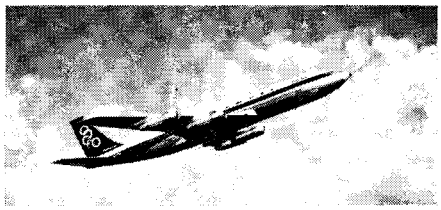
Among the amenities that passengers can expect are larger movie screens, news broadcasts, perhaps even telephones. Several airlines are testing Litton Industries' newly developed air-to-ground phone system, hoping they could control the volume of calls that passengers might try to place during an airway stack-up. And shades of the Stratocruiser, some 747s will be fitted with several staterooms.

Lockheed and McDonnell Douglas, rushing to 1972 inaugurations, hope to benefit from whatever comfort-bugs the 747 suffers. Each already boasts that its smaller product (with 250 seats) will not force airlines to enlarge existing hangars, as the 747 has done. Competing for the same short-haul business, the Lockheed 1011 and Douglas DC-10 will offer planes of similar performance and facility. The 1011 is advertising a high ceiling that will enable passengers to rise from their seats without making like Quasimodo, and overhead compartments with latched doors to stash small luggage, hats, and Grandma's shopping bag. Douglas is making a pitch for the palate. The food will be stored and cooked one flight below the cabin in a kitchen equipped with eight ovens, refrigerators, and a cabinet for linens, china, and silver. Two electric elevators will lift the serving carts stacked with twenty trays to the "buffet serving center" above. Lockheed has so far dealt 186 of the 1011s—fifty to Eastern, forty-four to TWA, fifty to Air Holdings (a British corporation that will lease and sell the planes), twenty-four to Delta, ten to Air Canada, and eight to Northwest. Douglas, last off the blocks, sold twenty-five DC-10s to American Airlines, thirty to United, fourteen to Northwest and three to Trans International, a total of seventy-two.

All this airborne ease will come none too soon for the harried passenger, who waits not for a Golden Age of Travel but merely a bungle-free flight to O'Hare. Surely he deserves in the sky every comfort of home. What he doesn't need are mob scenes, late dinners, poor dinners, delayed takeoffs, delayed landings, maddening traffic snarls. In his rush to get from here to there, he has sacrificed the slow comfort of the railroad car and the steamer for more frustration. After ten years of the jet—were no improvement in the offing—he might well be justified in asking: What price progress?

Answer to Wit Twister, page 66: priest, stripe, sprite, ripest.

Lockheed Trijet—overhead compartments for Grandma's shopping bag.



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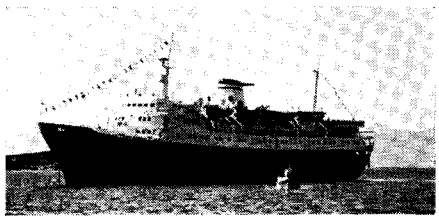

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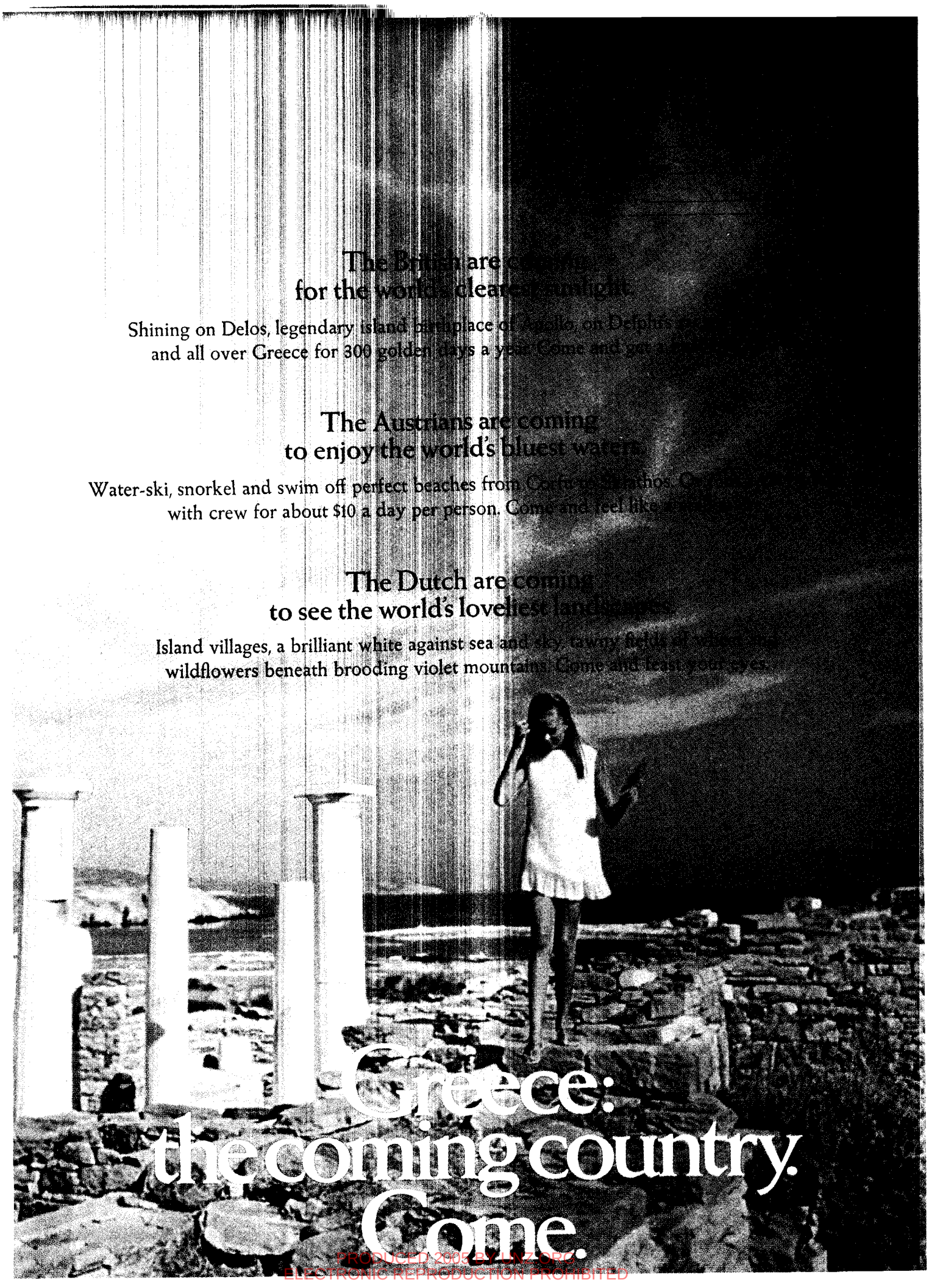
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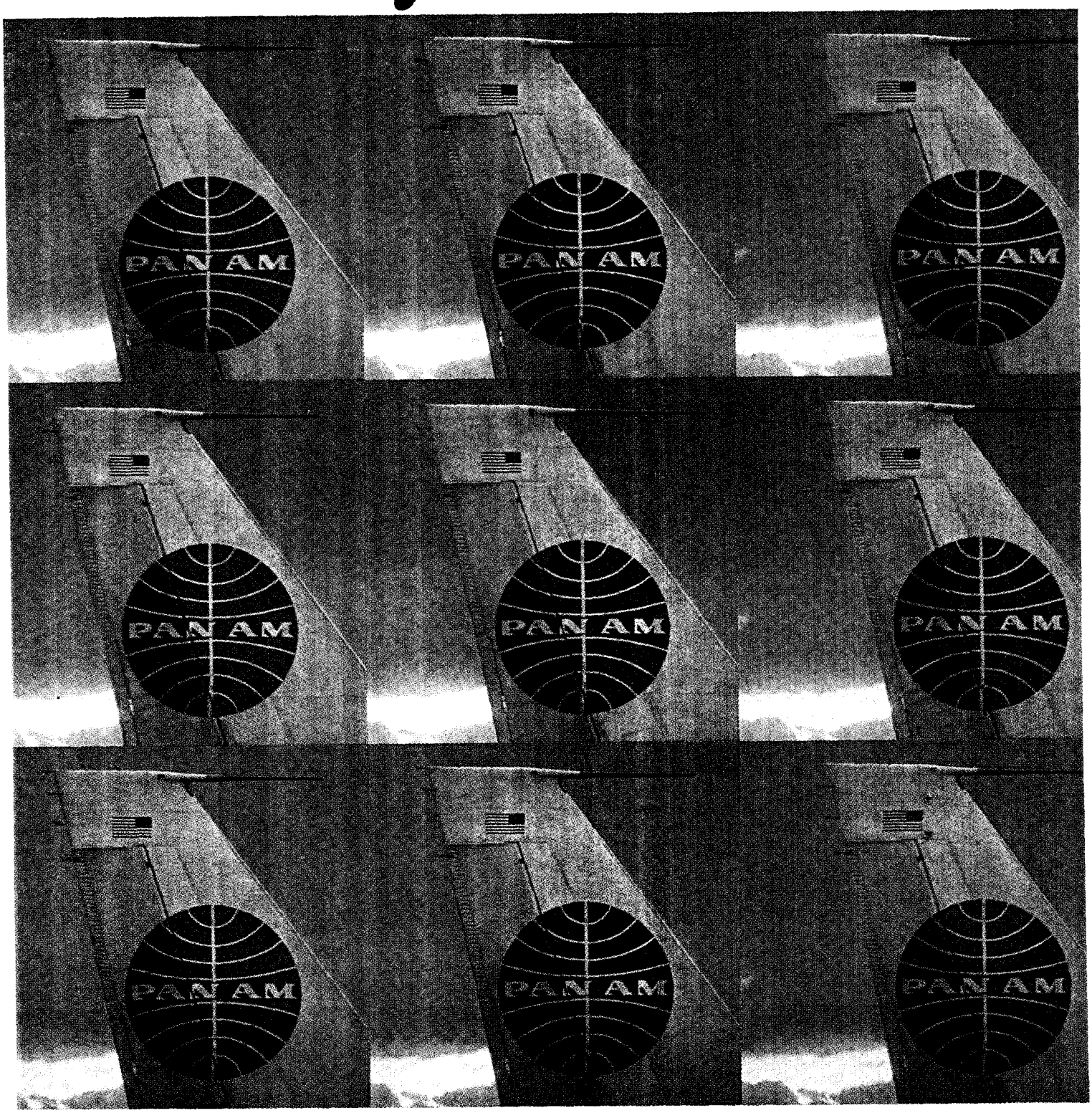

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WORLD TRAVEL CALENDAR—1969

JANUARY

1 Tournament of Roses and Football Game, Pasadena, Calif.

Orange Bowl Festival and Football Game, Miami, Fla.

Sugar Bowl Festival and Football Game, New Orleans, La.

Cotton Bowl Festival and Football Game, Dallas, Texas.

Mummers' Parade, Philadelphia.

4 Snow Cup Ski Races, Alta, Utah. Also Jan. 5.

6 Adelboden Ski Meet, Adelboden, Switzerland. Also Jan. 7.

Three Kings Day, San Juan, P.R.; Caracas, Venezuela.

7 Fasching Carnival, Munich, Bonn, and Cologne, Germany. Through Feb. 18.

12 Superbowl Pro Football Game, Orange Bowl, Miami, Fla.

15 Malaga Winter Festival, Malaga, Spain. Through Feb. 15.

17 St. Anthony's Day, Mexico City and all Mexico.

Monte Carlo Automobile Rally, Monaco. Through Jan. 26.

18 *Hahnenkamm* Alpine Ski Races, Kitzbühel, Austria. Also Jan. 19.

Master Ski Jump, Lake Placid, N.Y. Also Jan. 19.

20 Presidential Inauguration Day, Washington, D.C.

24 Stowe Cup Ski Race, Mt. Mansfield, Vt. Through Jan. 26.

25 Narcissus Festival, Honolulu. Through Feb. 22.

26 India Republic Day, New Delhi and all India. Through Jan. 29.

31 Arlberg-Kandahar Ski Races, St. Anton, Austria. Also Feb. 1.

St. Paul Winter Carnival, St. Paul, Minn. Through Feb. 9.

Parada del Sol, Scottsdale, Ariz. Through Feb. 2.

* * *

FEBRUARY

1 Old Island Days, Key West, Fla. Through March 15.

3 European Figure Skating Championships, Garmisch-Partenkirchen, Germany. Through Feb. 8.

4 Ceylon Independence Day, Colombo and all Ceylon.

5 Quebec Winter Carnival, Quebec, Que., Canada. Through Feb. 18.

6 Mardi Gras Carnival, Nice, France. Through Feb. 20.

Lapp Winter Fair, Jokkmokk, Sweden. Through Feb. 9.

7 Dartmouth Winter Carnival, Hanover, N.H. Through Feb. 15.

8 National A.A.U. Bobsled Championships, Lake Placid, N.Y. Also Feb. 9.

Mardi Gras Carnival Week, Aruba, N.W.I. Through Feb. 16.

9 Pirate Invasion Fiestas, Tampa and Ybor City, Fla. Through Feb. 15.

12 Mardi Gras Carnival, San Juan, Puerto Rico; Jamaica; Martinique; Haiti; Panama City; Baranquilla, Columbia. Through Feb. 18.

13 Vienna State Opera Ball, Vienna, Austria.

14 Alaska Fur Rendezvous, Anchorage, Alaska. Through Feb. 23.

Roch Cup Ski Championships, Aspen, Colo. Through Feb. 16.

17 Chinese New Year (Year of Rooster), Hong Kong; Taipei; *Singapore.*

18 Mardi Gras Carnival, New Orleans, La.; Mobile, Ala.; Rio de Janeiro; *Binche, Belgium.*

21 World Championship Sled Dog Derby, Laconia, N.H. Through Feb. 23.

National Alpine Ski Championships, Bear Valley, Calif. Through Feb. 23.

25 World Figure Skating Championships, Colorado Springs, Colo. Through Mar. 2.

27 World Cup Ski Race, Squaw Valley, Calif. Through Mar. 1.

28 *North American Snowmobile* Championships, Munising, Mich. Through Mar. 2.

Camellia Festival, Sacramento, Calif. Through March 9.

Moomba Festival, Melbourne, Australia. Through Mar. 10.

* * *

MARCH

1 Finnish Winter Games, Lahti, Finland. Also Mar. 2.

Tallahassee Spring Festival, Tallahassee, Fla. Through May 1.

2 Vasa Cross-Country Ski Race, Sälen-to-Mora, Sweden.

3 Japanese Doll Festival, Tokyo and all Japan.

Miami-Nassau Yacht Race, Florida to the Bahamas.

4 Holi Festival, Mathura and Northern India. Also Mar. 5.

7 Auckland Festival of Arts, Auckland, N.Z. Through Mar. 30.

9 Vienna Spring Fair, Vienna, Austria. Through Mar. 16.

13 Holmenkollen Ski Week, Oslo, Norway. Through Mar. 16.

15 South African National Games, Bloemfontein. Through Mar. 19.

National Alpine Ski Championships, Cannon Mt., N.H. Also Mar. 16.

16 College Weeks, Bermuda. Through April 12.

17 St. Patrick's Day, New York, Boston; Dublin and Belfast, Ireland.

19 Festival of St. Joseph, Valencia, Spain.

20 World Cup Ski Races, Waterville Valley, N.H. Through Mar. 22.

21 Charleston Festival of Homes, Charleston, S.C. Through April 8.

22 Fun 'n Sun Festival, Clearwater, Fla. Through Mar. 20.

25 Greek Independence Day, Athens *and all Greece.*

27 N.C.A.A. Ski Championships, Steamboat Springs, Colo. Through Mar. 29.

29 Grand National Steeplechase, Liverpool, England.

30 Holy Week Ceremonies, Seville, Malaga, and Grenada, Spain. Through April 6.

31 Festival of States, St. Petersburg, Fla. Through April 13.

* * *

APRIL

1 South Carolina Gardens Exhibition, Florence, S.C. Through April 15.

5 Oxford-Cambridge Boat Race, River Thames, England.

Explosion of Cart Spectacle, Florence, Italy.

International Automobile Show, Coliseum, New York. Through April 13.

6 Easter Celebrations, St. Peter's Cathedral, Rome; Jerusalem, Israel; Grand Canyon, Ariz.; Hollywood Bowl, Calif.

7 Irish Grand National Horse Race, Fairyhouse, Dublin, Ireland.

8 National Cherry Blossom Festival, Washington, D.C. Through April 13.

9 Merry Monarch Cruise, Hilo, Hawaii. Through April 13.

10 North Carolina Azalea Festival, Wilmington, N.C. Through April 13.

Masters Golf Tournament, Augusta, Ga. Through April 13.

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WORLD TRAVEL CALENDAR—1969

11 Spring Fiesta, New Orleans, La Through April 26.

13 Songkran Festival, Chiangmai, Thailand. Through April 15.

15 Seville Spring Fair, Seville, Spain. Through April 20.

17 World Table Tennis Championship, Munich, Germany. Through April 27.

Flag Day, Pago Pago, American Samoa.

19 Declaration of Independence Day, Caracas and all Venezuela.

Virginia Garden Week, Richmond and all Virginia. Through April 27.

Dogwood Arts Festival, Knoxville, Tenn. Through May 2 .

Festival of San Jacinto, San Antonio, Texas. Through April 26.

22 Bermuda Peppercorn Ceremony, St. George, Bermuda.

Spring Horse Race Meeting, Epsom Downs, England.

23 Shakespeare Birthday Celebration, Stratford upon Avon, England.

Azalea Festival, Norfolk, Va. Through April 27.

24 First European Garden Show (Euroflor), Dortmund, Germany. Through Oct. 12.

25 Drake Relays Track Meet, Des Moines, Iowa. Also April 26.

Penn Relays Track Meet, Franklin Field, Philadelphia, Pa. Also April 26.

27 St. Thomas Spring Carnival, St. Thomas, V.I. Through May 3.

Little Rock Festival of Arts, Little Rock, Ark. Through May 11.

29 Spring Race Meeting, Newmarket, England. Through May 1.

Emperor Hirohito's Birthday, Tokyo and all Japan.

30 Queen Juliana's Birthday, Netherlands, Surinam, and all N.W.I.

Walpurgis Night Student Festival. All Sweden and Finland.

* * *

1 Shenandoah Apple Blossom Festival, Winchester, Va. Through May 3.

Washington Apple Blossom Festival, Wenatchee, Wash. Through May 4.

Glyndebourne Opera Festival, Glyndebourne, England. Through Aug. 5.

Lei Day, Honolulu and all Hawaii.

2 Israeli Independence Day, Jerusalem and all Israel.

Prague Spring Music Festival, Prague, Czechoslovakia. Through May 15.

3 Kentucky Derby, Churchill Downs, Louisville, Ky.

Festival of San Gennaro, Naples, Italy.

Old Dover Days, Dover, Del. Also May 4.

4 Travelers' Trans-Atlantic Air Races, London to New York. Through May 11.

5 Japanese Children's Day, Tokyo and all Japan.

6 Pilgrimage to Corregidor Fortress, Manila, Phillipines.

10 Golden Spike Railroad Centennial, Promontory, Utah.

Festival of San Isidro, Madrid, Spain. Through May 26.

11 Memphis Cotton Carnival, Memphis, Tenn. Through May 15.

12 Fátima Pilgrimage, Fátima, Portugal. Also May 13.

13 Corpus Christi Day, Mexico City and all Mexico.

15 Royal Danish Ballet Festival, Copenhagen, Denmark. Through May 31.

17 Preakness Horse Race, Pimlico, Baltimore, Md.

Monaco Grand Prix Auto Race, Monte Carlo, Monaco. Also May 18.

18 Cannes Film Festival, Cannes, France. Through May 23.

21 Chelsea Flower Show, London, England. Through May 23.

Grieg Music Festival, Bergen, Norway. Through June 4.

23 Gypsy Pilgrimage, Saintes-Maries-de-la-Mer, France. Through May 27.

24 Vienna Music Festival, Vienna, Austria. Through June 22.

28 Casals Music Festival, San Juan, Puerto Rico. Through June 11.

29 "Man and His World" Exposition, Montreal, Que., Canada. Through Sept. 30.

30 Memorial Day "500" Auto Race, Indianapolis, Ind.

IC4A Track Meet, Rutgers Stadium, New Brunswick, N.J. Also May 31.

31 Belmont Stakes Horse Race, Aqueduct, New York.

* * *

1 Biloxi Shrimp Festival, Biloxi, Miss.

2 Festival of the Republic, Rome, Italy.

Sun Fun Festival, Myrtle Beach, S.C. Through June 8.

4 English Derby, Epsom Downs, England.

5 Corpus Christi Festival, Grenada, Spain. Through June 12.

6 Portland Rose Festival, Portland, Ore. Through June 15.

D-Day Liberation Commemoration, Utah Beach, Normandy, France.

7 Aldeburgh Music Festival, Aldeburgh, England. Through June 29.

English Oaks Horse Race, Epsom Downs, England.

9 Shakespeare Festival, Stratford, Ont., Canada. Through Oct. 15.

11 King Kamehameha Day, Honolulu, Hawaii.

12 U.S. Men's Open Golf Championships, Houston, Texas. Through June 15.

Philippines Independence Day, Manila and all Philippines.

13 Popular Saints Festival, Lisbon, Portugal. Through June 29.

14 Queen Elizabeth's Birthday and Trooping of Colour, London, England.

15 Holland National Festival, The Hague, Amsterdam, and Rotterdam, The Netherlands. Through July 10.

Summer Jubilee, Washington, D.C. Through Sept. 1.

16 Nebraskaland Days, North Platte, Neb. Through June 22.

17 Strasbourg Music Festival, Strasbourg, France. Through June 30.

18 National Old Time Fiddlers' Contest, Weiser, Idaho. Through June 21.

19 Dragon Boat Festival, Hong Kong.

20 "The Lost Colony" Drama, Manteo, N.C. Through Aug. 24.

21 Kiel Regatta Week, Kiel, Germany. Through June 25.

Bach Music Festival, Munich, Germany. Through June 29 .

"The Common Glory" Drama, Williamsburg, Va. Through Aug. 23.

22 Trans-Atlantic Yacht Race Start, Newport, R.I. to Cork, Ireland.

23 P. T. Barnum Festival, Bridgeport, Conn. Through July 6.

Barbershop Quartet Championships, St. Louis, Mo. To June 28.

Wimbledon Open Tennis Championships, London, England. Through July 5.

24 Medieval Football Matches, Florence, Italy. Through June 28.

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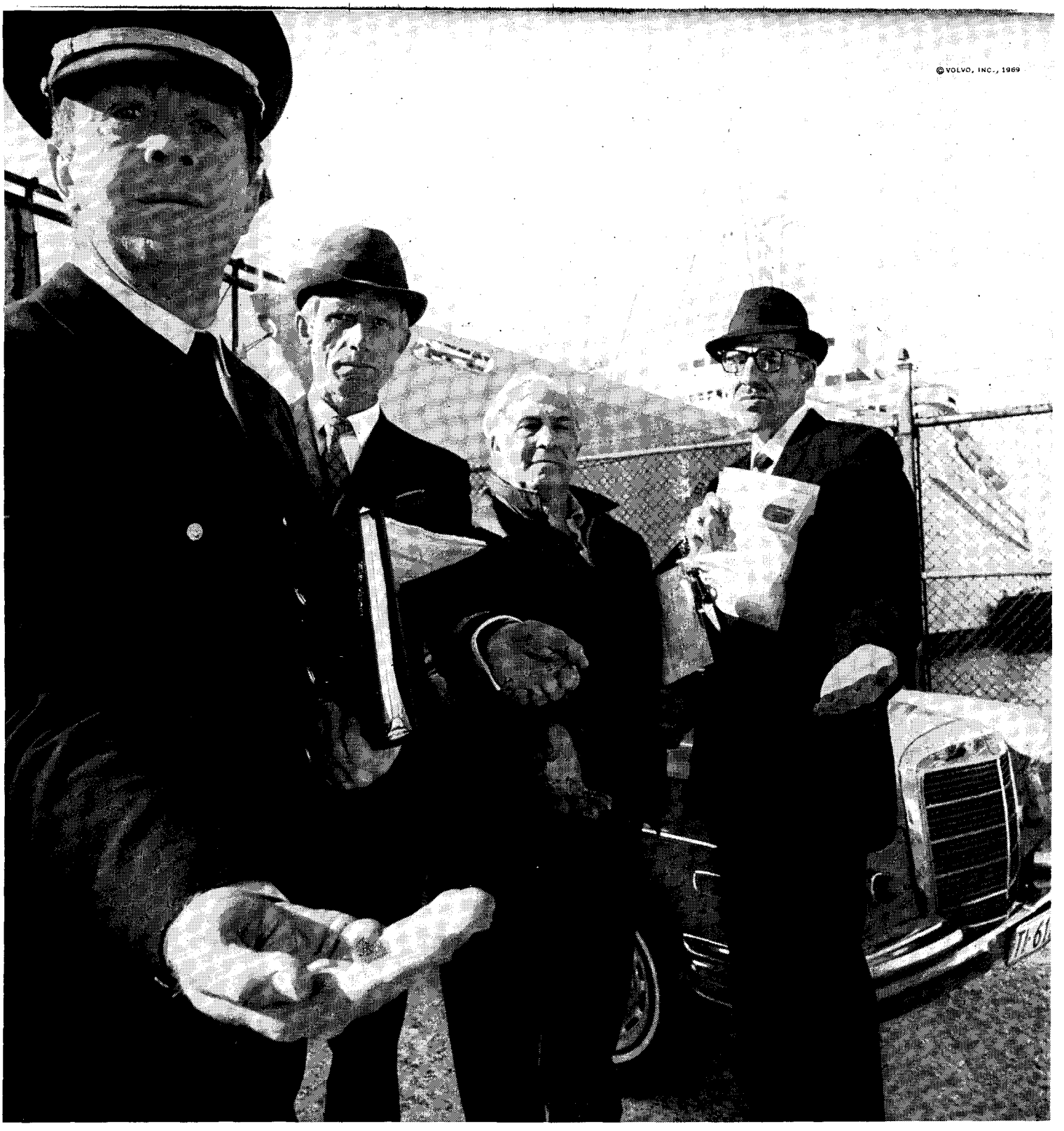

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WORLD TRAVEL CALENDAR—1969

26 U.S. Women's Open Golf Championships, Pensacola, Fla. Through June 29.

29 National Shrine Convention, Seattle, Wash. Through July 5.

Grand Prix de Paris Horse Race, Longchamps, Paris.

30 Summer Festival, Banff, Alberta, Canada. Through Aug. 31.

* * *

JULY

1 Prince of Wales Investiture, Caernarvon Castle, Wales.

Canada Dominion Day, Ottawa and all Canada.

Old Milwaukee Days, Milwaukee, Wis. Through July 6.

2 Henley Royal Regatta, Henley-on-Thames, England. Through July 5.

Palio Horse Race, Sienna, Italy. Also Aug. 16.

3 Calgary Exhibition and Stampede, Calgary, Alberta, Canada. Through July 12.

Mt. Washington Cog Railway Centennial, Crawford Notch, N.H.

4 U.S. Independence Day, Washington, D.C.; Aalborg, Denmark; Oslo, Norway.

Tenth Anniversary of St. Lawrence Seaway, Duluth, Minn. Through July 10.

Frontier Days, Prescott, Ariz. Through July 6.

Tom Sawyer Day, Hannibal, Mo.

5 Hans Christian Andersen Festival, Odense, Denmark. Through Aug. 7.

July Handicap Horse Race, Durban, South Africa.

6 Running of the Bulls, Pamplona, Spain. Through July 20.

7 Japanese Star Festival, Tokyo and all Japan.

8 Windjammer Days, Boothbay Harbor, Me. Through July 10.

9 U.S.G.A. Public Links Tourney, Erie, Pa.

14 Bastille Day, Paris, Carcassonne and all France and French territories.

Women's Amateur Golf Tourney, Rochester, N.Y. Through July 18.

16 National Boy Scout Jamboree, Farragut State Park, Idaho. Through July 22.

17 Klondike Days, Edmonton, Alberta, Canada. Through July 26.

18 Minneapolis Aquatennial, Minneapolis, Minn. Through July 27.

19 Pioneer Days, Ogden, Utah. Through July 24.

Oregon Shakespeare Festival, Ashland, Ore. Through Sept. 7.

Vancouver Sea Festival, Vancouver, B.C., Canada. Through July 28.

21 Frontier Days, Cheyenne, Wyo. Through July 27.

22 Polish National Day, Warsaw, Poland.

Golden Days Celebration, Fairbanks, Alaska. Through July 27.

23 Bregenz Festival, Bregenz, Austria. Through Aug. 21.

25 Wagner Music Festival, Bayreuth, Germany. Through Aug. 28.

26 Salzburg Music and Drama Festival, Salzburg, Austria. Through Aug. 30.

31 Maine Seafood Festival, Rockland, Me. Through Aug. 3.

* * *

AUGUST

1 Grand Prix Auto Race, Neurburg, Germany.

2 All-American Indian Days, Sheridan, Wyo. Also Aug. 3.

Cowes Yachting Week, Isle of Wight, England. Through Aug. 10.

3 Tunisian Folklore Fete, Monastir, Tunisia. Through Aug. 10.

Hula Festival, Honolulu and Oahu Island, Hawaii. Also Aug. 10 and 17.

4 Royal National Eisteddfod, Flint, Wales. Through Aug. 9.

6 Hiroshima Peace Festival, Hiroshima, Japan.

9 Outdoor Art Festival, Mystic, Conn. Also Aug. 10.

11 Feast of the Assumption Celebration, San Sebastian, Spain. Through Aug. 17.

World Championship Archery Tournament, Valley Forge, Pa. Through Aug. 24.

American Indian Exposition, Anadarko, Okla. Through Aug. 16.

13 Lucerne Music Festival, Lucerne, Switzerland. Through Sept. 10.

Hungry Ghosts Festival, Hong Kong, Singapore, and Taipei.

14 Inter-Tribal Indian Ceremonial, Gallup, N.M. Through Aug. 17.

Canadian National Exposition, Toronto, Ont., Canada. Through Sept. 1.

15 First Canada Summer Games, Halifax, N.S., Canada. Through Aug. 25.

Gold Discovery Day, Dawson City, Yukon Territory, Canada.

Korea Liberation Day, Seoul, South Korea.

U.S. Tennis Doubles Championships, Chestnut Hill, Mass. Through Aug. 24.

16 Nile Flood Festival, Cairo, Egypt. Through Aug. 31.

20 St. Bartholomy Fair, Coimbra, Portugal. Through Aug. 30.

22 Walker Cup Golf Matches, Milwaukee, Wis. Also Aug. 23.

Hibiscus Festival, Suva, Fiji. Through Aug. 30.

24 Edinburgh Music Festival, Edinburgh, Scotland. Through Sept. 13.

Walking Horse Show, Shelbyville, Tenn. Through Aug. 30.

Grand Prix Horse Race, Deauville, France.

23 Mount Hagen Tribal Show, Port Moresby, New Guinea. Also Aug. 24.

27 U.S. Amateur Golf Championship, Oakmont, Pa. Through Aug. 30.

28 U.S. Open Tennis Singles Championship, Forest Hills, N.Y. Through Sept. 7.

30 Rhode Island Tuna Tournament, Galilee, R.I. Through Sept. 1.

* * *

SEPTEMBER

1 Danish Royal Theatre Opening, Copenhagen, Denmark.

2 Miss America Pageant, Atlantic City, N.J. Through Sept. 7.

3 St. Erik's Trade Fair, Stockholm, Sweden. Through Sept. 14.

5 San Marino National Festival, San Marino City, San Marino.

6 Royal Highland Games, Braemar, Scotland.

7 Vienna Autumn Fair, Vienna, Austria. Through Sept. 14.

Czechoslovak Trade Fair, Brno, Czechoslovakia. Through Sept. 16.

Venice Gondola Regatta, Venice, Italy.

10 Pendleton Rodeo Roundup, Pendleton, Ore. Through Sept. 13.

11 International Automobile Show, Frankfurt, Germany. Through Sept. 17.

13 Luxembourg Wine Festival, Grenmacher, Luxembourg. Also Sept. 14.

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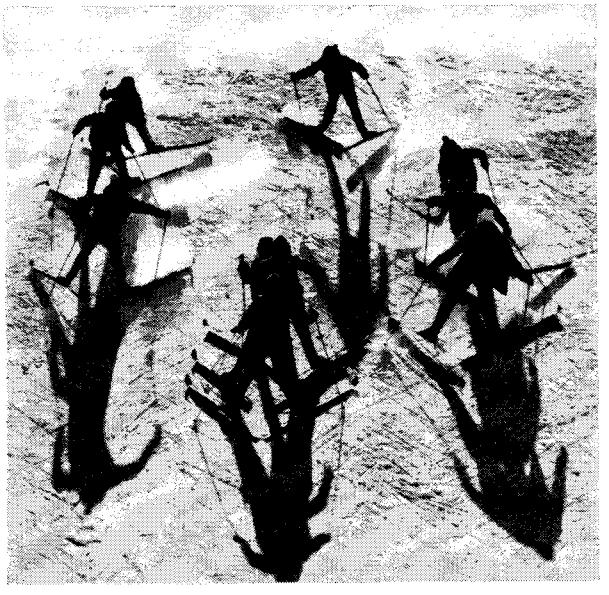
Our backyard skiing costs about the same as yours, only our backyard is the Alps.



Two weeks in our backyard start at $338, round trip economy group fare from New York, breakfast every day, and a hotel every night, at Davos, Zermatt, Innsbruck, Chamonix or other ski centers. Miles and miles of uncrowded Alpine slopes, above the timberline.

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✈SWISSAIR

Heidi wouldn't lie.

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WORLD TRAVEL CALENDAR—1969

15 Mexican Independence Day, Mexico City and all Mexico.

Puerto Rican Music Festival, Old San Juan, Puerto Rico. Through Nov. 15.

Ryder Cup, Golf Matches, Southport, England. Through Sept. 20.

16 Opening of Parliament by Queen Juliana, The Hague, Netherlands.

Cherokee Strip Day, Perry, Okla.

19 Helsinki Trade Fair, Helsinki, Finland. Through Sept. 28.

Ak-Sar-Ben Rodeo, Omaha, Neb. Through Sept. 27.

20 Oktoberfest Beer Festival, Munich, Germany. Through Oct. 5.

National Championship Air Races, Reno, Nev. Through Sept. 22.

National Championship Canoe Races, Wabash, Ind. Also Sept. 21.

21 Canadian Grand Prix Auto Race, Toronto, Ontario.

29 Dublin Theatre Festival, Dublin, Ireland. Through Oct. 11.

* * *

OCTOBER

1 Wisconsin Oktoberfest, La Crosse, Wis. Through Oct. 5.

2 International Automobile Show, Paris, France. Through Oct. 12.

3 Leyden Liberation Day, Leyden, Netherlands.

5 U.S. Grand Prix Auto Race, Watkins Glen, N.Y.

7 Cherokee Indian Fair, Cherokee, N.C.

Columbus Birthday, Genoa, Italy. Through Oct. 2.

8 Our Lady of the Immaculate Conception Procession, Guam Island.

9 Leif Ericson Discovery Day, Reykjavik, Iceland.

11 National Tobacco Festival, Richmond, Va. Through Oct. 18.

12 International Motor Show, Earl's Court, London, England. Through Oct. 25.

Columbus Discovery Day, Panama City, Panama; Bogota, Colombia.

15 Ohio Pumpkin Show, Circleville, Ohio. Through Oct. 8.

17 Alaska Day Festival, Sitka, Alaska. Through Oct. 19.

Dussera Festival, Delhi, Mysore and Calcutta, India Through Oct. 20.

19 Aloha Week, Honolulu and Oahu Island, Hawaii. Through Oct. 25.

24 Wexford Opera Festival, Wexford, Ireland. Through Nov. 2.

24 United Nations Day, New York, Geneva and throughout the world.

25 Nevada Day, Carson City, Nev. Through Oct. 31.

26 Tod Kathin Festival, Bangkok, Thailand. Through Nov. 23.

28 Greek National Day, Athens and all Greece.

29 Turkey Republic Day, Ankara and all Turkey.

International Motor Show, Turin, Italy. Through Nov. 9.

* * *

NOVEMBER

1 All Souls Day, Mexico City and all Mexico.

Gastronomic Fair, Dijon, France. Through Nov. 11.

2 Veteran Autos Run, London to Brighton, England.

3 Japanese Culture Day, Tokyo and all Japan.

4 National Horse Show, Madison Square Garden, New York. Through Nov. 10.

Melbourne Cup Horse Race, Melbourne, Australia.

7 Soviet Revolution Observance, Moscow, all USSR. Also Nov. 8.

8 Lord Mayor's Procession, London, England.

9 Festival of Lights, New Delhi and all India.

11 Veterans Day, Washington, D.C., New York, London, and Paris.

Washington International Horse Race, Laurel, Md.

15 Thai Elephant Roundup, Surin, Thailand.

16 "Les Trois Glorieuses" Wine Festival, Beaune, France. Through Nov. 19.

20 November Fair, Lagos, Portugal. Through Nov. 22.

25 Saint Catherine's Day Parade, Paris, France.

27 Thanksgiving Day Parade, New York and Philadelphia.

28 Carolina Carillon Parade, Columbia, S.C.

Illinois Livestock Exposition, Chicago, Ill. Through Dec. 6.

29 Army-Navy Football Game, JFK Stadium, Philadelphia, Pa.

30 Barbados Independence Day, Barbados.

DECEMBER

1 Portugal Independence Day, Lisbon and all Portugal.

4 Christmas Toy Fair, Nuremburg, Germany. Through Dec. 23.

5 St. Nicholas Day, Austria, Belgium, and Holland. Also Dec. 6.

7 Opera Season Opening, La Scala, Milan, Italy.

Pearl Harbor Day, Honolulu, Hawaii.

8 Royal Smithfield Show, Earl's Court, London, England. Through Dec. 12.

Feast of Immaculate Conception, Mexico City and Caracas, Venezuela.

10 Nobel Prize Ceremonies, Stockholm, Sweden, and Oslo, Norway.

12 Feast of Our Lady of Guadalupe, Mexico City and all Mexico.

13 St. Lucia's Day, Stockholm and all Sweden.

15 Netherlands Antilles Kingdom Day, Curacao, Aruba, and Bonaire.

"Nuts Day" Fair, Bastogne, Belgium.

Christmas Pageant of Peace, Washington, D.C. Through Dec. 31.

16 "Santon" Christmas Crèche Fair, Marseilles, France. Through Dec. 31.

17 Wright Brothers' Flight Anniversary, Kitty Hawk, N.C.

20 International Surfing Championships, Makaha Beach, Oahu Island. Hawaii.

24 Christmas Eve Services, Church of Nativity, Bethlehem.

Christmas Lantern Festival, San Fernando, Philippines.

25 Christmas Day Services, St. Peter's Cathedral, Rome; Jerusalem.

26 Sydney-Hobart Yacht Race, Australia to Tasmania.

27 Sun Bowl Festival and Football Game, El Paso, Texas.

30 Blue-Gray Football Game, Montgomery, Ala.

31 Festival of St. Sylvester, Madeira Island.

—Trevor L. Christie.

Editor's note: *As dates are subject to change, travelers should consult national, state, and local tourist offices before making final plans.*

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Decisive Moment, 1968

AFTER sixteen years, *SR*'s annual World Travel Photo Contest has more than proved itself a hardy perennial. Undaunted by our newly adopted one-entry-only rule, the many thousands of entrants who made submissions matched last year's record number. Entries streamed in from all fifty states (thank you, Wyoming, for those eight valiants who brought the score up to 100 per cent this time!), from forty countries and six continents; locales pictured ranged the globe from Atlantic City to the Ivory Coast, from Big Sur to Surinam. As in previous competitions, participating cameras varied from the most modest of instant-loaders to custom-made models sporting a sophisticated system of accessory lenses. Preference for color film was greater than ever before, with black-and-white accounting for a scant 9 per cent of the pictures submitted. (You may note this reflected in the Honorable Mention list, where for the first time all those cited are in the color category.)

In the last minutes before the final ranking of prize winners, one jury member challenged a fellow panelist: "Why *four*? Why don't you see this as Number *three*?" A moment's pause—and then the answer: "Because my No. 3 choice gives a stronger impression that the picture-taker was *in the right place at the right moment*—that his shutter finger responded to what his eye saw at the precise instant when light, shadow, and camera angle fused the picture elements into the most effective composition." That, in essence, is what the judges looked for and found in the pictures they singled out for this season's awards. And, though Proust was far from our thoughts, his words seem apt for judges and judged alike: "The only true voyage of discovery would not be to visit strange lands but. . .to behold the universe through the eyes of another, of a hundred others, to behold the universe that each of them beholds. . . ." —MARGARET R. WEISS.

WILLIAM COHEN, grand-prize color winner, is chief of dermatology at St. Francis Hospital in Trenton, New Jersey—the city of his birth and present residence, site of his youthful mastery of a vintage magic-box Brownie, and starting-point for his Halliburton-inspired interest in travel. Classifying himself as "an amateur who tries to improve from mistakes and misjudgment," Dr. Cohen clinically reports normal symptoms of "stunned disbelief" at having been selected for top honors after eight "rejections" in earlier *SR* contests. The award-winning view was shot in Munich (headquarters for the 1967 International Dermatological Congress) at the Alte Pinakothek Museum, where he spent a snatched hour photographing works of art for his slide collection. "In this case, I spotted the striking copy of an early painting so placed on an opposing wall that it appeared to be a mirror image of the original. After the many viewers moved along, I was able to take my shot—in available light, without benefit of tripod—and caught the artist concentrating on a final touch of color or shading." Since World War II his vacations have alternated between North America and Europe. "I have been in all the states except Alaska, in most of the provinces of Canada and the countries of Western Europe; as far east as Greece and Israel, west to Hawaii, and south to Mexico. Rio will be a new experience for me, and my first below the equator." He plans to take his prize trip in February—timed to capture Carnival festivities on color film without disrupting golf and gardening commitments back in Trenton.

S. P. FAY, JR., a native Bostonian who has been living in Greece for the past ten years, responded with proper classic reserve to the news that his black-and-white entry had netted first prize. An instructor in English at Anatolia College in Salonika, he has "successfully sold by-lined articles—but no photos!—to *Life*, *Sports Illustrated*, *The Christian Science Monitor*, and the Baltimore *Sun*. I entered the *SR* contest last year without success, and five years ago I also failed to interest *SR* in a photo-documentary of the Skopje earthquake." Some of his camerawork has appeared in Anatolia College's fund-raising brochures, but still untapped for publication are his hundreds of views of life in Turkey, Yugoslavia, Bulgaria, and Rumania. For him, "photography began as a hobby in 1958 when I became interested in documenting ways of life that are nearing extinction in the Balkans. All my 'darkroom techniques' have been self-taught in a makeshift darkroom in my apartment." There is no evidence of "makeshift," however, in the print quality of his entry—a picture he identifies as "a view taken at a wharf on the Mount Athos peninsula from which the monks embark and arrive from the various monasteries." (He himself had just returned from a week's visit, one of several he has made to that area.) At the moment, he is calculating how a camera safari to Bogotá can also include firsthand views of the Boston suburb where his parents live and of Rockefeller Center where one of his "pop" compositions is making the rounds of the record companies.

William Cohen

S. P. Fay, Jr.

Winners in 1968 *SR* Photo Contest

GRAND PRIZE IN COLOR
(Round-trip flight to Rio de Janeiro)

WILLIAM COHEN, Trenton, N.J. Munich, Germany. Retina III C; Kodachrome X.

GRAND PRIZE IN BLACK AND WHITE
(Round-trip flight to Bogotá)

S. P. FAY, JR., Chestnut Hill, Mass. Ayion Oros, Greece. Leica; Plus-X.

SECOND PRIZE IN COLOR
(Cash Prize - $200)

E. P. BANKS, Pfafftown, N.C. Belgrade, Yugoslavia. Tower 37A; Kodachrome.

SECOND PRIZE IN BLACK AND WHITE
(Cash Prize - $200)

FRANCES L. MILAN, Jacksonville, Fla. Massachusetts. Yashica; Kodak Plus-X.

THIRD PRIZE IN COLOR
(Cash Prize - $100)

DON L. HORWITZ, Ann Arbor, Mich. London, England. Nikon FT; Kodachrome X.

THIRD PRIZE IN BLACK AND WHITE
(Cash Prize - $100)

MARTIN H. MILLER, Silver Springs, Md. The Seine, Notre Dame. Hasselblad; Tri-X.

FINALISTS IN COLOR
(Cash Prizes - $50)

BARBARA BOLTON, Pointe Claire, Quebec, Canada. Fonte Gaia, Siena, Italy. Olympus Pen-F; Kodachrome II.

LORENA BACH, Palos Verdes Estates, Calif. Kyoto, Japan. Nikon F; Kodachrome II.

CLAUDIA K. CHARLES, Wilmington, Calif. Kharagpur, India. Nikon F; Kodachrome X.

STEPHAN W. POPPICK, Keyport, N.J. Konya, Turkey. Pentax; Ektachrome.

J. H. SENTENEY, Southfield, Mich. Smokey Mt. National Park. Asahi Pentax Spotmatic; Kodachrome X.

PETER MILLAN, Belmont, Mass. Morris Island, Mass. Leicaflex; Kodachrome II.

GEORGE L. SOGGE, Ellensburg, Wash. Lake Nyasa. Pentax Spotmatic; Kodachrome.

FINALISTS IN BLACK AND WHITE
(Cash Prizes - $50)

FREDERICK SCHEEL, Fargo, N. Dak. Scaupiake, Minn. Graflex; Royal Pan Sheet.

(Continued on page 98)

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One of Scotland's oldest regiments, the Black Watch, parades under the shadow of Edinburgh Castle.

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Edinburgh is a good base camp for sorties into the Highlands and Lowlands, with plenty of trains, buses and coaches for excursions. One fine way to experience the grandeur of Scotland is to hire a car (cost for two weeks about $125, add $25 per thousand miles for your gas).

Stop at small Scottish pubs on the way. A bed for the night with breakfast will cost only $5. Scotch malt whisky costs 45 cents a glass. You can eat the best beefsteak in the world here—native Angus. Taste odd Scottish delicacies like Dundee cake, haggis, scones and cock-a-leekie soup.

Play golf on the world's most famous golf course at St. Andrews, fish for salmon in the rivers and lochs. If you're there in September, you can see the Queen with her family at Braemar's Highland Games, and witness the magnificent pageantry of the Military Tattoo at the Edinburgh Festival.

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Second Prize in Color: E.P. Banks, Pfafftown, North Carolina. Belgrade, Yugoslavia. Tower 37A; Kodachrome.

Third Prize in Color: Don L. Horwitz, Ann Arbor, Mich. London, England. Nikon FT; Kodachrome X.

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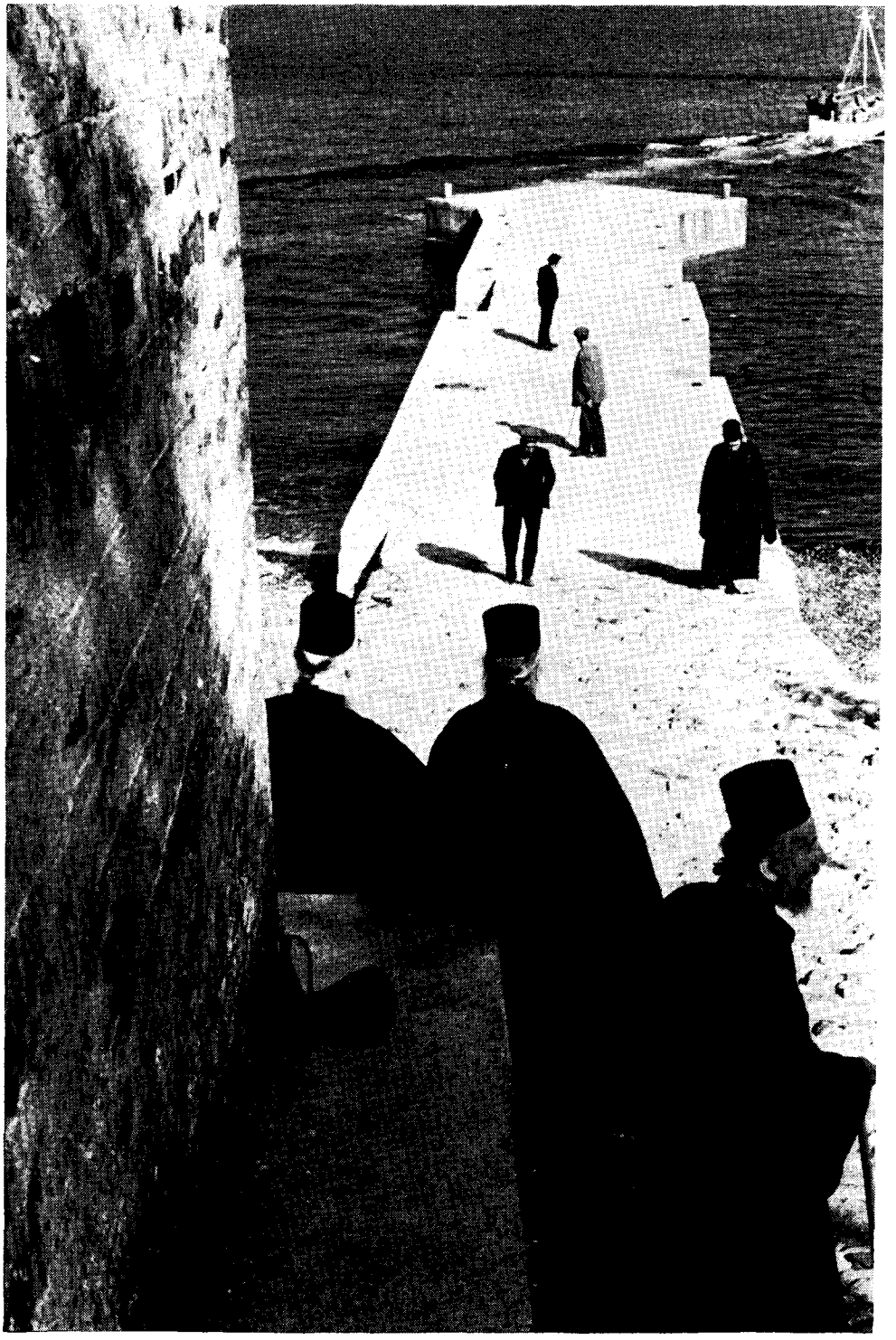
1968 Photo Prize Winners: *A Gallery*



No. 1 B & W—S. P. Fay, Jr., Salonika, Greece. Ayion Oros, Greece. Leica; Plus-X.

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No. 2 B & W—Frances Lee Milan. Jacksonville, Fla. Cambridge, Mass. Yashica; Plus-X.

No. 3 B & W—Martin H. Miller, Silver Spring, Md. The Seine, France. Hasselblad 500 C; Tri-X.

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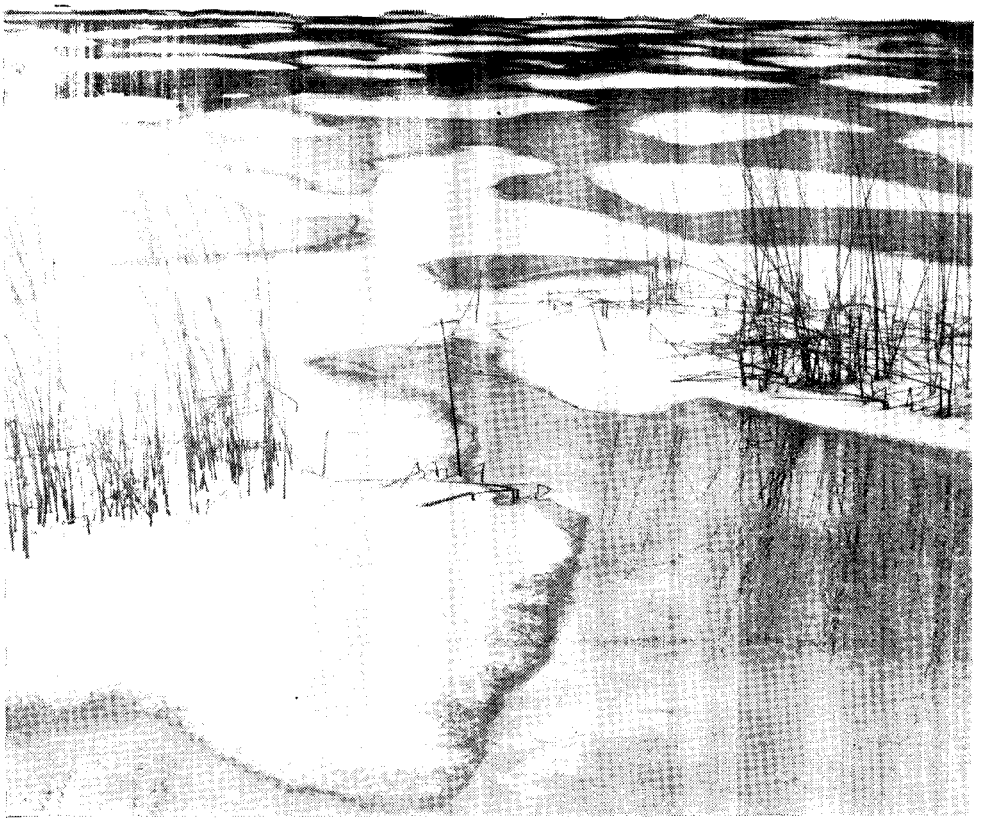
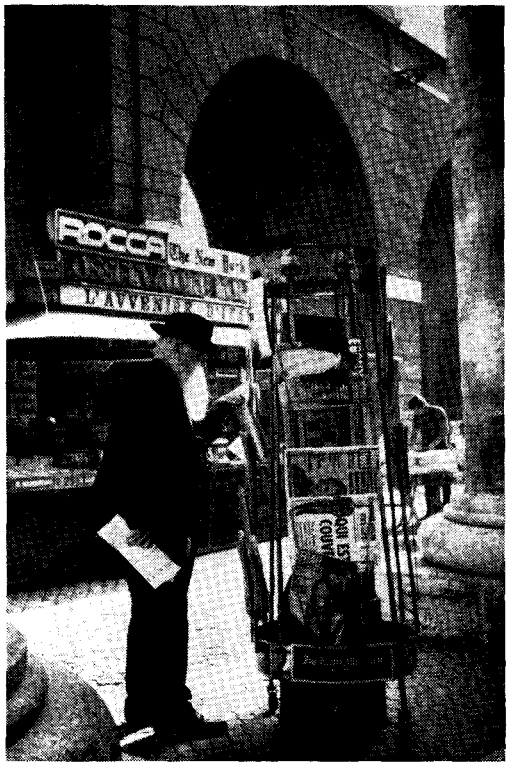


No. 4 B & W—Frederick Scheel, Fargo, N.D. Scaup Lake, Minnesota. Graflex; Royal Pan.



No. 5 B & W—Robert E. Pike, Miami, Fla. Rome, Italy. Rollei; Tri-X.

No. 6 B & W—Joseph N. Attie, Great Neck, N.Y. Tiberias, Israel. Nikon; Tri-X.

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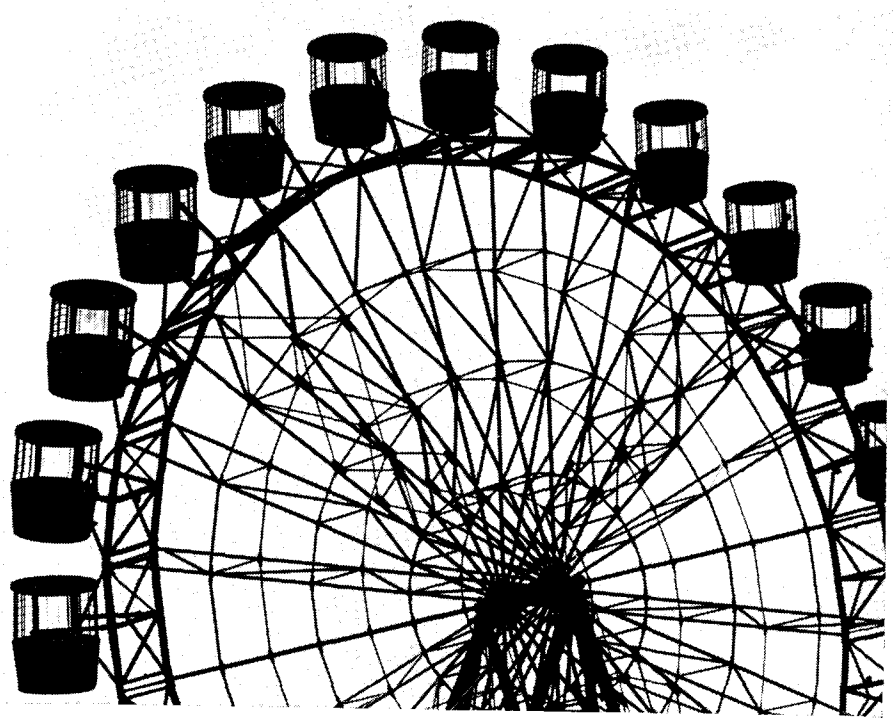

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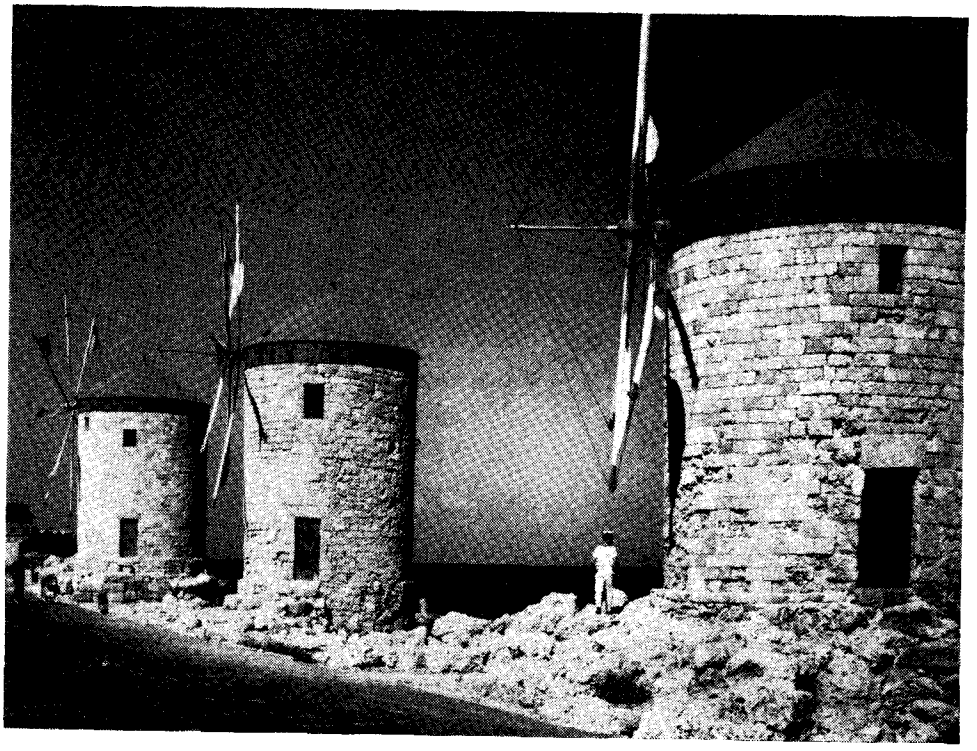

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SAMUEL SANDMEL

Pacifist or Zealot?

In two new books a distinguished Biblical scholar sets forth evidence that Jesus was a member of the Judaean activist group and was executed by the Romans as a political rebel.

A SENTENCE in the preface to my *A Jewish Understanding of the New Testament* stirred some Jews to anger and some gentiles to scorn. I wrote: "The fair-mindedness of most liberal Christian scholars has been one of the delightful discoveries of my studies of the New Testament." Those Jews who were angry pointed to the quantity of New Testament scholarship that is not fair-minded (I could have pointed to an even greater quantity, especially among second-rate scholars, had I needed such examples). Scornful gentiles had in mind those books that pretend to scholarship but are merely pious reaffirmations of the history presented in the Gospels (obviously I did not have that genre in mind at all). I was dealing, as I thought I had made clear, with those scholars who in full freedom make their quest for the truth, let the chips fall where they may.

The two books here under review are examples of precisely such a quest. Dr. S. G. F. Brandon served in the British Royal Army Chaplains Corps from 1939 to 1951. Since then he has taught comparative religion at the University of Manchester, where he is both Dean of the Faculty of Theology and one of the Vice Chancellors of the University. He has published quite a number of significant books and articles marked by broad learning, a painstaking attention to detail, and a mastery of the scholarly literatures both of the past and of our day. In *Jesus and the Zealots: A Study of the Political Factor in Primitive Christianity* (Scribners, 418 pp. $7.95) he sets out to answer the question "To what extent, if any, was Jesus involved in the Judaean-Roman politics of his time?" He carries out his effort with remarkable singlemindedness and also with his characteristic erudition. In his preface he acknowledges that "to many persons, whose beliefs and principles he may deeply respect, the very asking of the question will cause offense and suggest a distressing skepticism about that which is sacred." Nevertheless, Dr. Brandon does not allow himself to be deterred. He is careful to point out the "highly complex" nature of the problem; he professes to "eschew any facile, and, above all, any sensational, solution." Certainly in manner Dr. Brandon is low-keyed. His book could not be further removed from *The Passover Plot*. The latter might be dismissed by scholars as a curiosity; Brandon's work cannot. Its major thesis—that Jesus was actively involved in the politics of his time—is by no means new; yet, in a most unsensational way, Mr. Brandon says things which, if said in some other way, would be acutely sensational. Brandon is inquiring into the question of Jewish "guilt" for the death of Jesus, not as a remorseful Christian nor as a philo-Semite, but as an objective historian.

That Jesus was executed because the Romans considered him a political rebel has come to be a commonplace of modern New Testament scholarship. Most of the commentators, however, hold that the Romans were

SAMUEL SANDMEL is professor of Bible and Hellenistic Literature at Hebrew Union College in Cincinnati. His books include *We Jews and Jesus* and the forthcoming *The First Christian Century: Certainties and Uncertainties.*

SR: BOOKS

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totally mistaken in this; they insist that Jesus, in Brandon's words, was "the incarnated Son of God" who "could never have taken part in Jewish-Roman politics." There are, however, some who have been willing to agree that Jesus was indeed a political rebel, provided it is at the same time agreed that he was much more than that.

The initial scholarly contention that Jesus was a political rebel is to be traced to the eighteenth-century Hamburg scholar Hermann Samuel Reimarus, portions of whose book on the subject were published posthumously in 1774 by Gottfried Lessing. A scrutiny of the surveys of scholarship on Jesus, such as that by Albert Schweitzer (*Von Reimarus zu Wrede*), or C. C. McCown (*The Search for the Real Jesus*), or Luigi Salvatorelli's long monograph ("From Locke to Reitzenstein," *Harvard Theological Review*, 1927) indicates that however untraditional much of this scholarship is, it is relatively rare to find in it any assertion of some role on the part of Jesus in connection with recurrent Judaean uprisings against the Roman overlords. Even those scholars of a naturalistic bent who shun the contention that Jesus was the incarnate Son of God generally incline to a view that he was really a teacher, or a social or religious reformer, or else a prophet.

What Dr. Brandon does is to assert in the plainest terms that Jesus was a Zealot, a member of the activist group that spurred the succession of rebellions against Rome which culminated in the destruction of the Temple in Jerusalem by Titus in A.D. 70 and the fall of Masada in 73. Such a theory arises from what are no more than scattered clues, for the Gospels and other New Testament writings scarcely provide any clear evidence. Yet even before one begins to look at the small number of uncertain indications he needs to note that, in traditional Jewish thought, the Messiah was considered to be necessarily related to the hoped-for overthrow of Rome, while in the Christian documents the Messiah (which Hebrew word becomes *Christ* in Greek) is connected with sin and atonement. Is it likely that this shift in connotation was accompanied by a winnowing out from the unfolding traditions about Jesus all but the few surviving clues? It can be conceded as possible. Thus recollections such as the titulum on the cross, "Jesus of Nazareth, King of the Jews," are clearly political, and may hearken back to the derision the Romans felt towards the unsuccessful rebel. Again, an echo may be discerned in Acts 1:6, where Jesus's followers ask him, after the resurrection, if he proposes now "to restore the kingdom to Israel." Still other such tantalizing indistinct clues exist.

Dr. Brandon goes well beyond the bare theory that the political facet of Jesus's career simply disappeared from Christian tradition. Rather, it is his belief that this disappearance "was deliberate, purposed, and, indeed, no less than the result of a conscious distortion of the historical facts by the authors of the Gospels, especially Mark." Dr. Brandon, in line with virtually all New Testament scholars, considers Mark not only the earliest of the Gospels, but a literary source used by both Matthew and Luke. Hence much of Brandon's case rests on a minute analysis of Mark. But first he patiently brings together all that can be gathered from the ancient sources about the Zealots and the revolutionary movements in Judaea. Even those who will, for whatever reason, reject Dr. Brandon's main thesis must credit him with a masterly assemblage and interpretation of this material.

Dr. Brandon adumbrates in Chapter I, "The Problem of the Roman Execution of Jesus," the theme he develops later on. According to this view, when Christianity spread among gentiles in the Roman Empire it was embarrassed by the circumstance that the Romans had executed Jesus. Accordingly, though Mark concedes that the Romans did the actual crucifying, Mark is concerned to show that "Jesus had not truly been a rebel. . . . The crucifixion had been a tragic miscarriage of justice, for which

the Jews were essentially responsible." In Chapter VI Dr. Brandon presents cumulative evidence to bear out his contention that the shift of responsibility was deliberately planned and ingeniously carried out by the author of Mark, a Gospel written in Rome and addressed as an apology to the Christian community there around the year 71, some forty or forty-two years after the crucifixion. Only one who will take the time and the trouble of reading Brandon can appreciate the thoroughness of his exploration of the matter which I have here summarized most briefly.

Furthermore, according to Brandon, Matthew proceeds beyond Mark in the shift of responsibility from the Romans to the Jews, and also develops a thesis which Brandon terms "The Pacific Christ." Not only does Matthew portray Jesus without any relationships to political uprisings, but he portrays him as a thoroughgoing pacifist. Luke, written later than Matthew, develops even further the concept of the "Pacific Christ," while the climax of this process comes in John 18:6: "My kingdom is not of this world." Yet, according to Brandon, when once one is aware of these deliberate distortions in the Gospels, the clues that still peer through establish that Jesus was indeed a Zealot, indeed a rebel. "The representation of him as living aloof or insulated from the political realities of first-century Judaea, which the Evangelists fabricated for their own particular apologetic needs, confirmed and sanctioned an evaluation that became doctrinally imperative."

It is essential to emphasize that Brandon writes only as a scholar with earnest and credible intentions of accuracy and impartiality. He is far removed from those writers of a half-century ago, such as John Robertson or William B. Smith, who wrote in patent disparagement of Christianity and with only modest scholarship at their disposal. Those who disagree with so great a scholar as Brandon will need to concede that there is no disdainfulness in the book, even when he speaks with a straightforwardness that must surely alienate some of his Christian readers. Only very rarely does he stray from scholarship, and then only to lament the anti-Semitism which he holds has been fostered by the Gospels.

How credible is his thesis? The pious and the traditionalist will, of course, remain unpersuaded. Scholars, though, will need to confront Brandon, for he cannot be brushed aside. For my part, I find myself in full agreement much more with the major thesis, that the Jesus of history was a political rebel, than with some of the minor inferences Brandon makes, such as the origin of Matthew's Gospel. My views do not go the distance Brandon goes, not because I hold him to be wrong but because in the nature of the case we are dealing with at most a reasonably well worked out hypothesis and not with incontrovertible fact.

ALSO a certain bias deters me. Having gone through a great many efforts on the part of scholars to differentiate between what is historical in the Gospels and what is not, and having weighed the methods used, I find myself giving up on the question, for I know no objective way of disentangling the genuine history undoubtedly found there from the ungenuine.

I do not feel myself to be against Brandon; rather, I cannot readily go along with him in everything. But I am tremendously grateful for his honest presentation.

In large measure *The Trial of Jesus of*

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Nazareth (Stein & Day, 223 pp., $6.95) recapitulates the substance of *Jesus and the Zealots*, but with the trial of Jesus as the main focus. I would doubt that that mythical person, the "intelligent layman," could easily handle *Jesus and the Zealots*. In *The Trial*, sacrificing technicalities but not scholarship, Brandon writes for the general reader most clearly and communicably.

NOW, if Jesus was indeed a political rebel, and if the Gospels conceal this reality, then Brandon's procedure must necessarily be what it is: an acute cross-examination of the witnesses – the authors of the Gospels–as to their historical reliability. Repeating from *Jesus and the Zealots* that Mark was an apology to Roman Christians, Brandon concludes "Mark's presentation . . . is a *tour de force* that . . . will not stand up to detailed scrutiny. Its weak links and absurdities are quickly discerned." Holding that Matthew was a Jew by birth (something I doubt), Brandon says of Pilate's washing his hands: "That Matthew could describe such a piece of play-acting as constituting a valid repudiation of responsibility, without some comment on its specious nature, reveals how powerful was the motive . . . to exculpate the Roman so absolutely." He describes the trial in Luke as "a tendentious presentation designed to convince gentile readers that the crucifixion of Jesus was a Jewish crime, which Pilate had striven hard to prevent." Of John's account he writes: "We cannot evaluate it as a record of a trial. . . . The crucifixion of Jesus [in John] must be seen as a Jewish, and not as a Roman act, which in fact it was. This pretense is maintained to the end."

The motif that the Jews are Christ-killers, which has greatly receded from its once-dominant position in the medieval world, would, of course, be completely undermined or even demolished if Brandon's view were to influence Christian scholarship and thereafter permeate the universal Christian awareness. Jews, however, should not expect such an outcome, certainly not to any noticeable degree; historical scholarship such as Brandon's exerts a limited influence. It is the growing sense on the part of Christians of the injustice of, as it were, blaming me and my children for the death of Jesus, and not a drastic revision of the historical data, that has propelled what change there has been.

Mr. Brandon does not himself move from historical presentation into the question of the theological significance of his contentions. I should imagine he feels this to be outside a historian's scope or, possibly, competence. But surely that is a next step someone must take in what is an internal Christian affair.

Theology for Our Time

What Do We Believe? The Stance of Religion in America, *by Martin E. Marty, Stuart E. Rosenberg, and Andrew M. Greeley (Meredith. 346 pp. $6.95), and* ***A Rumor of Angels: Modern Society and the Rediscovery of the Supernatural,*** *by Peter L. Berger (Doubleday. 129 pp. $4.50), assess the role of religion in contemporary life. Lowell D. Streiker of the Department of Religion at Temple University is author of "The Promise of Buber," to be published next spring.*

By LOWELL D. STREIKER

CAN TRADITIONAL RELIGION and its institutions survive the onslaughts of modern secularism? Are Americans truly living *post mortem dei*? Should we not expect that the churches of the United States will soon go the way of their Scandinavian and British counterparts, becoming nothing more than deserted monuments to the faith of earlier generations?

All too many observers of the American religious scene have answered such questions on the basis of feelings in their bones rather than hard data. In 1965 the Gallup organization polled a representative cross-section of America's 120.5 million adults (2,783 persons eighteen years of age and over) in order to determine a) the religious beliefs and practices of Americans, b) the attitudes of Protestants, Catholics, and Jews toward each other, and c) what changes, if any, had occurred since a comparable study in 1952.

What Do We Believe? presents the pollsters' tabulations, together with interpretive essays by Martin E. Marty, Stuart Rosenberg, and Andrew M. Greeley. Assigned the task of "representing, respectively, Protestantism, Judaism, and Catholicism," journalist-theologian Marty, rabbi-scholar Rosenberg, and priest-sociologist Greeley do their damnedest to act as representatives and to make the "dull and hence obvious" (Greeley) results of the poll sound significant.

Despite a decade of theological innovation and ecclesiastical revolution, the character of American belief and the patterns of religious practice have changed little. As Marty notes: "In a time of 'the death of God' or the presence of 'the secular city' or the time of 'the world's coming of age' one is naturally surprised to see that the number of people who believe in God has dropped only from about 99 per cent to 97 per cent." Americans continue to believe, to pray, to attend services, to support their churches and synagogues, to send their children to Sunday school—or to say that they do.

The investigators' conclusions offer poor support for the journalistically accredited spokesmen of "secular theology" and "Christian atheism." Not only is faith flourishing, but real gains have been made in the reduction of Protestant-Catholic intergroup tensions. But do the hard data of the questionnaires in any way demonstrate the vitality of American religion? For what emerges from the survey is the image of major stress and strain. As the religious declarations of President-elect Nixon all too clearly reiterate, a civic religious establishment has developed which exploits the emotionally powerful but cognitively empty symbols of Christianity and Judaism to underwrite the existing order. The God of America's societal religion is neither the just and demanding Lord of the Old Testament prophets nor the transforming Presence that bound the early Christians together for loving service. The God confessed by Americans is a deification of the American Way of Life, a defender of the *status quo*.

Church historian Marty finds that "we are not as Christian a people as our

Christian apologists claim, nor so secular as our prophets of change or our newer theologians want us to be." Should Protestantism ever discover its true prophetic or "protesting" role *vis-à-vis* American culture and national policy, he maintains, it will at least "not lack raw materials, nominal members, and reasonably warm bodies. . . ."

Rabbi Rosenberg chooses to snipe at the pollsters' methodology. He rightly calls attention to the numerous inadequacies of the questionnaire. Often the interviewee is given no real choice, *e.g.*, the following loaded question: "Do you believe the Bible is really the revealed word of God or do you think it is only a great piece of literature?" Frequently the questions presuppose an understanding of religion as beliefs, sanctuary rituals, and expectations about life after death—a conception highly compatible with Christianity but largely inapplicable to Judaism. Rosenberg supplements the survey with a cornucopia of historical observations, data from other surveys, and painful puns.

Sociologist Greeley's contribution is an arrogant, self-conscious attack on journalists, secularists, critics of questionnaire sociology, and critics of Andrew M. Greeley. He notes slow but steady changes, particularly within Catholicism, where organizational restlessness draws upon doctrinal stability (rather

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than upon its lack) to effect change. Also he calls attention to an alarming rise in Jewish anti-Catholicism at a time of greatly diminished Catholic hostility to non-Catholics. Should Jewish suspicions of their Catholic neighbors focus upon the touchy issue of public aid to parochial schools, the consequences could be dire.

Peter L. Berger, professor of sociology in the Graduate Faculty of the New School for Social Research, has been a persistent and effective critic of the societal faith that has replaced traditional religion. A behavioral scientist who has always sounded suspiciously like a theologian, Berger in *A Rumor of Angels* finally attempts a constructive theological statement. Fearing that his earlier works will be taken as a phenomenology of atheism, Berger has decided to stick out his professional neck by offering proof that the "supernatural" has not departed from the modern world. He employs four inductive arguments based on "protypical human gestures" in order to support belief in "another reality . . . of ultimate significance for man which transcends the reality within which our everyday experience unfolds." He contends that "signals of transcendence within the empirically given human situation" are provided by certain reiterated acts and experiences that express essential aspects of the nature of man *qua* man.

In man's confidence in the orderliness of reality, his hope for a better future, his expectation that the moral record books will eventually be balanced, his sense of joy and play in a world of disappointments and frustrations, Berger sees intimations of a transcendent order, a final judgment, and an eventual consummation of human aspiration. Unfortunately Berger's arguments are haphazard and unconvincing, his constructive suggestions random and confused. Style, anecdotes, and humble confessions of the author's inadequacies are too often substituted for exposition and argumentation.

Nonetheless, there is both wit and wisdom in Berger's essay. His skill at "relativizing the relativizers" is particularly admirable. For not only do the so-called radical theologians fail to grasp the dynamic relationships between history, culture, and social groups, but they are totally unable to anchor their speculations in fundamental human experience. Although theology must relate to the mood of an epoch, Berger hopes that "there may be theological possibilities whose life span is at least a little longer than the duration of any one . . . crisis of the times." Certainly, Berger's commitment to enduring human truths in a rapidly changing world should provide a model for those who pursue the theological task.

Book Forum

Letters from Readers

Organic Philosophy

I AM SHOCKED BY Chaim Potok's comments on James Yaffe's *The American Jews* [*SR*, Dec. 7], as I was by the book itself. In distinguishing between fact and opinion, the following are just several of the "tiny errors" (Potok's phrase) in the first thirty-five pages of the volume. Consider, too, how these errors involve basic values and attitudes of Jews and Judaism.

1) An elaborate burial ceremony is prohibited not "to stop weeping and get back to the job of entering the Promised land" (Yaffe) but to affirm the equality of all people, at least at death, *i.e.*, rich and poor, famous and unknown, all have the simplest of burials prescribed by tradition.

2) The Kaddish—the mourners' prayer—"tells us that loved ones live on in our hearts." There is absolutely no reference to "loved ones" in the prayer. That is its uniqueness. It affirms God as the source of order and purpose in the world.

3) "The spirit of the Old Testament . . . something lonely and frightening about a God who never embodies himself in material things . . . who won't let you indulge in a bit of pomp and circumstance." The height of pomp and circumstance is the ritual of the Temple, Passover in the home, Purim in the synagogue, etc. God is the material manna from heaven, the holy land of milk and honey, the promises of physical riches to Abraham, Isaac and Jacob, David and Solomon.

4) In one paragraph on the "pattern of religious holidays" there is the omission of Hanukah, celebrating the light of freedom; Simhat Torah, the rejoicing in the law; the ninth day of Ab, commemorating the fall of the Temple and the first and second Jewish Commonwealths. Jaffe's description of the post-Yom Kippur meal is from some strange world of fantasy when he refers to it as a "raucous family party." (Who has the strength!)

5) In the ritual bath of conversion, Yaffe has the woman immersed in water while "two learned men give her instruction in some major and minor commandments." (She'd freeze!) Actually, it is a sixty-second ceremony and the rabbi, while she is hidden from view, need only hear her recite a brief blessing!

6) In the Talmud, "doubt, controversy, even hairsplitting are part of our obligation to God." The Talmud says that finite man, trying to understand the infinite truth of God and the world, should preserve majority and minority opinion because the minority of one generation may become the majority of another.

Dozens of illustrations in errors of fact could be multiplied throughout the book. However, what is even less forgivable in a so-called study of the inner character of a community is Yaffe's obvious lack of sensitivity to the overtones of Jewish behavior and attitudes. Most of his judgments would be comparable to that of a foreign visitor to Congress, for example, who saw no response to a roll call. Not knowing that it is a deliberate act to boycott a particular law, he might conclude the American legislators do not respect their own form of government.

Such inner knowledge and experience is necessary for an evaluation of Jewish life and thought. I fear that Mr. Yaffe never read Solomon Schechter's *Aspects of Rabbinic Theology*, any of the works of Professor Max Kadushin, or even relevant sections of Martin Buber and George Foot Moore. If he did, he could distinguish between the profundities of paradoxes and the existential dilemmas in life, and what Yaffe labels as "contradictions" and manifestations of a "split personality." Justice and mercy, law and spontaneity, tradition and change are all part of Jewish thought. They result in a philosophy which is organic rather than systematic and reflects life itself.

Finally, and only because even this is beyond the reasonable limits of a letter to the editor, Mr. Yaffe lists my name as one whom he interviewed for this study. I have no such recollection beyond two Eternal Light scripts which he wrote and I edited over ten years ago.

BERNARD MANDELBAUM,
President, Jewish Theological
Seminary of America.
New York, N.Y.

Responsible for Zenith

DAVID DEMPSEY IN THE PUBLISHING SCENE for Dec. 14 neglected to mention that, while Doubleday's Zenith Books series began to reach the public in 1965, it had been in the planning and developing stages for a few years before then.

The man responsible for the creation of Zenith Books—that is, the idea for them—was Charles F. Harris, a black editor now at Random House. This, I believe, was an oversight of gigantic dimension since his idea is being copied in many publishing houses.

JOHN A. WILLIAMS.
New York, N.Y.

Hero No. 12

IN "WHO'S WHO IN HEROES" (*SR*, Dec. 7) we invited readers to a friendly game of opinion-matching with the Overseas Press Club choice of the top twelve "heroes for our times." As things turned out, however, readers may have thought we intended a Guess-Who's Who game, too, since both photograph and caption for Hero No. 12 were omitted. The distinguished dozen should have included a portrait of Dag Hammarskjöld by Yousuf Karsh, along with Burnet Hershey's comment: "A man of rugged determination . . . whose techniques in quiet diplomacy are sorely missed by a world in turmoil."

MARGARET R. WEISS.
New York, N.Y.

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Literary Horizons

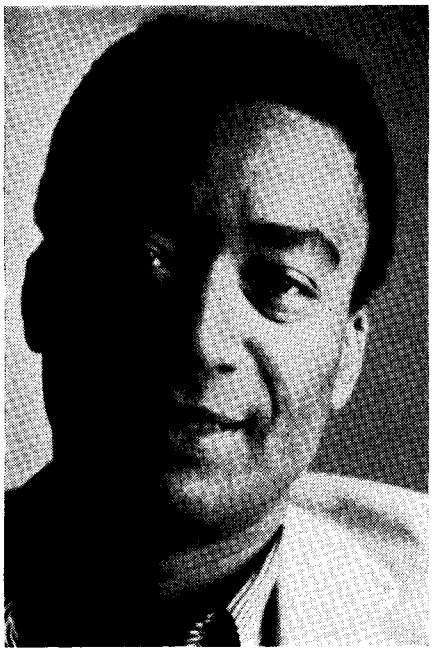
Granville Hicks

When Henry Van Dyke published his first novel, *Ladies of the Rachmaninoff Eyes* (*SR*, June 12, 1965), I described him as "a young Negro with a fresh point of view and considerable talent." His second novel, *Blood of Strawberries* (Farrar, Straus & Giroux, $5.50) has the same narrator as the first but in other respects is not a sequel. Oliver, who was seventeen at the time of the events described in the earlier book, is now nearly twenty-one and a student at Cornell. After the death of those two remarkable women, his Aunt Harriet and Mrs. Klein, her employer, he was taken over by Mrs. Klein's sister, Tanja, who, we are glad to discover, has supported him in the fashion to which he has become accustomed.

Ladies of the Rachmaninoff Eyes could be described as a farce touched with pathos. *Blood of Strawberries* is a farce spiced with melodrama and mystery. Visiting Tanja and Max Rhode during the spring vacation of his senior year, Oliver becomes involved in an off-Broadway revival of Gertrude Stein's *Yes Is for a Very Young Man*. More or less in spite of himself, Oliver has become a strong admirer of Miss Stein's work, and he is delighted to have this vicarious contact with her. Max Rhode, a man of the literary world, now eighty-three, had known the Misses Stein and Toklas well, and his neighbor in the Hotel Chelsea, Orson Valentine, also claims to have been part of their circle. In no time Oliver is involved with the two old men and with the production of the play. He is also engaged in what Tanja calls a *liaison dangereuse* with Desdemona (née Rita) Schwartz, a young woman with a boundless passion for the stage.

The intense, even homicidal rivalry between Orson and Max, Max's ingenious ways of getting what he wants, especially if it is alcoholic, Orson's sinister habits, and the ups and downs of Oliver's affair with Desdemona provide plenty of action. The pure farce of the production of the play is followed by a Keystone Comedy chase through the streets of the East Village and a bit of what is almost literally cliff-hanging.

The plot is a little too much, and there is no character comparable to Aunt Hattie of the earlier book; but it is an entertaining story, and the writing is sometimes brilliant. Having taken the hurdle of his second novel, even though not with perfect grace, Van Dyke should now be able to hit his stride.



—*John Church.*

Henry Van Dyke—"exuberant."

Consider the Lilies (Little, Brown, $4.95), Auberon Waugh's fourth novel but the first I have read, offers humor of a very different sort from Van Dyke's. Whereas *Blood of Strawberries* is an exuberant extravaganza, Waugh's book is a satire written out of concentrated distaste. The narrator and central figure is a clergyman of the Church of England, Nicholas Trumpeter. At the beginning he is being interviewed by an unconscionably wealthy man, Eugene Boissaens, who has at his disposal the living of Broadwater. After six years as assistant curate in Swindon, Nicholas is ready to welcome any change, and he is delighted when Boissaens gives him the job. Boissaens is not exactly a pious man, but Nicholas is himself not much of a believer. After modestly describing his lack of qualifications for the ministry, he says, "So great is the shortage of priests that almost everybody is accepted nowadays." There is not a single dogma of the Church that he accepts without qualifications, and his behavior is not seriously inhibited by the Ten Commandments.

Soon after his arrival in Broadwater, Nicholas engages in adultery. Of his wife, Gillian, the best he can say is that she is probably no worse than the wives of most clergymen. Unattractive in appearance, a hypochondriac, stupid, argumentative, she would have made his life utterly miserable if he had not developed a considerable talent for getting out from under. He is easy prey for Danae Boissaens, daughter of his patron. "For seven years," he reports, "I had kissed only Gillian and Gillian's unspeakable mother. It was is if a deep sea diver who had spent his life underwater with cold fishy things suddenly found himself in contact with a warm-blooded creature. There was eagerness and excitement in Danae's kiss. Most miraculous of all, there was affection." After falling in love with Danae, Nicholas considers the violation of another commandment, that against murder, but his attempts on Gillian's life are unsuccessful and in the end unnecessary.

Waugh shows the Church no mercy. Although he is always telling people how busy he is, Nicholas spends much of his time watching television and reading mysteries. He thoroughly enjoys his idleness, and feels that his occasional boredom is no great price to pay. By and large, his clerical associates are no more devout than he is. At their first gathering the Archdeacon, Father Good-Buller, believed a pillar of orthodoxy, asks, "Where do you stand, Mr Trumpeter, on the vexed question of transubstantiation? Mr. Tuck will tell you it's rubbish, Mr. Jackson will say it depends what you mean, which he thinks is a very clever answer, Mr. Plimsoll has no interest in religious matters, Mr. Heifer will say: Rather, he believes in anything which is going around." "My own attitude," Mr. Trumpeter observes, "was an amalgam of all four." Later on it turns out that the Archdeacon is no more orthodox than any of the others: when Trumpeter asks him if he believes in God, Father Good-Buller replies, "What an extraordinary question. I am not sure that I am going to answer it. You are being highly personal. Of course it depends what you mean by *believe*."

If he is pitiless in his attack on the Church of England, Waugh is just as hostile to the Welfare State. Boissaens repeatedly says that the incompetent are being subsidized at the expense of the intelligent and industrious. Trumpeter agrees, but since the few people who come to his services are aged pensioners or the undeserving poor, he does not say so from the pulpit. His life is so full of contradictions that it is no wonder he winds up in charge of the Ecumenical Fun Sessions at Kapitan's Holiday Sunshine Camp.

Waugh has a polished style and a nice talent for verbal mayhem, but if one asks from what point of view he writes his satire, the answer is hard to find. Perhaps he is, like his late father, Evelyn Waugh, a Roman Catholic, and is describing the lapses of England, both Church and State, from the True Faith. Or perhaps he is simply disgusted with the self-indulgence and hypocrisy of the Trumpeters and their like. In any case he is amusing.

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Growing Up in Papua

Kiki: Ten Thousand Years in a Lifetime, *by Albert Maori Kiki (Praeger. 187 pp. $4.95), is the autobiography of a Papuan who in thirty-seven years has moved from a primitive tribal society to a position as government official and political leader. Richard J. Walton, author of the recently published "The Remnants of Power: The Tragic Last Years of Adlai Stevenson," was a correspondent at the United Nations during the time the West New Guinea question was being discussed.*

By RICHARD J. WALTON

FEW OF US PERHAPS would admit that we just don't comprehend the world. Too much has happened since World War II, too much in every realm: the nuclear bomb and the computer and television, the Cold War and the generation gap, the revolution of colored peoples here and everywhere, corrupting affluence obscuring corrupting poverty, the Beatles and Fidel Castro, John Kennedy and Dr. King and Bobby Kennedy, Resurrection City and Jackie Kennedy Onassis, Berkeley and Columbia and San Francisco State, Eldridge Cleaver and Norman Vincent Peale. No one understands it, not Pope Paul nor U Thant nor Charles de Gaulle, and certainly not poor Lyndon Johnson. Nor Herbert Marcuse nor André Malraux nor John Kenneth Galbraith, nor even Norman Mailer. The old order is collapsing around us and we have nothing to replace it with. We are little more successful in adapting to the contemporary world than the primitive peoples of Africa and Asia we feel so superior to. Perhaps they in a curious way have an advantage over us. This modern world is almost entirely new to them, allowing for distinctions, whereas we don't know exactly what has changed and what hasn't, we don't know which old values are valid and which are not.

—*From the book.*

Albert Maori Kiki—his "roots are firmly and unashamedly in the past."

These observations spring from the reading of a slender and unique book by a Papuan who in thirty-seven years has in a very real sense spanned ten thousand. Yet he seems less confused than the sophisticated intellectuals who gathered just the other week at Princeton to examine modern man and who seemed unable to agree on anything more than that he is a mess. But look at the world of Albert Maori Kiki:

> The very first thing I can remember is the day on which they brought back my dead uncle. Like a hunted boar, they had tied his hands and feet to a long pole that was laid across two men's shoulders. . . . All the children, even the tiny ones like myself, were brought to look at him. There was a large gash across his clavicle and the blood was still red and fresh. The men took pains to explain to us that he had been killed by a man of the Rei people, who lived further up in the mountains. No doubt we were expected to keep a kind of mental account of the continual war between us and our neighbors. The men's chief occupation was to think about and carry out the "payback," which would of course inevitably lead to further retaliation from the other side.

This boy, who, covered in paint, went through the brutal initiation rites of tribal New Guinea, who prayed to the pagan gods of mountains, river and sea, who, like all his townspeople, believed the prophets of the cargo cults, became in just a couple of decades a qualified pathologist, a government official, and a political leader striving for the independence of Papua and New Guinea from Australia. And, in the deceptively simple way he tells the story, it all seems so natural.

It's a lovely story, with a sort of forthright innocence. It couldn't possibly be as simple as it seemed. The obstacles, although real, are always surmounted in a Horatio Algerish way; we never really see the inner torment and turmoil that Kiki must have felt. The story reads as if it were being told in the oral tradition of primitive peoples, and that is indeed how it was told. It was dictated to and tape-recorded by the anthropologist Ulli Beier, who says in his preface that "The story of Maori Kiki's life is reproduced here exactly in the sequence in which he spoke it onto the tape" with only occasional "rephrasing and restructuring."

Some readers, of a more contemporary nature, will enjoy most the last half of the book, in which Kiki describes the birth of Pangu Pati (pidgin for "Party") and the inevitable reaction of the paternalistic Australian administration, which regarded as "impertinent" and "ungrateful" even the most modest demands for justice and self-rule. But this reader was enchanted by Kiki's wandering, almost random tale of growing up in Papua. He tells about the fluorescent Hiri fungus which was "very useful when we were walking alone through the bush at night. We used to stick a fungus on our forehead, thus making ourselves visible from a long distance. In this way we could make it clear, when approaching a village, that we were no enemies and came with peaceful intentions." He tells about the herbal birth control that restricted each Papuan woman to two children, about the "payback" that "had to be carried out according to the 'eye for eye, tooth for tooth' principle. When the enemy killed a man and left his body untouched, we also would not touch the one we killed in revenge. If his head had been cut off, we too had to cut off the head of our victim. If they had eaten our relative it became our duty to eat the one we had killed for his sake." He tells about the native socialism in which the villagers distributed freely their surplus food and of the native democracy in which everyone had a voice. And, perhaps most appealing, he tells the ancient legends of the origin of the yam, about the sun and moon, and of the creatures coming out of the sea onto the land.

ALL this is related in a marvelously vague way; Kiki touches on something, lingers a while, then darts off to something else, often before he has fully satisfied the reader's curiosity. This, although it might frustrate some readers, seems fitting in the earlier, fabulist portion of the book. But when it deals with contemporary matters this incompleteness will distress many readers. Kiki, although he frequently proclaims the need for Papua and New Guinea to be united, never explains the difference between them. New Guinea is the northeast quarter of the island of that name and is a U.N. Trust Territory; Papua is the southeast quarter and is an Australian crown colony. The two are administered jointly. Further, in discussing Papua's and New Guinea's future, Kiki never mentions that the western half of the island, the former Dutch colony now called West Irian, is under Indonesian administration. According to the U.N. agreement by which the Dutch surrendered West Irian, Indonesia is supposed to permit a plebiscite under U.N. supervision before the end of 1969, in which the Papuans can decide whether

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to join Indonesia permanently or to become separate. The result of this plebiscite, assuming Indonesia permits it, will have a profound influence on the future of the rest of the island. Nor does Kiki say much about the human and economic resources upon which his nation could base a viable future.

But, frustrating as these gaps are, Kiki's book is presumably just what he wanted it to be: a personal story, one that not only tells about an attractive and dedicated man spanning millennia in a lifetime, but one that also portrays a primitive society thrust into the twentieth century. It is a sad story because the Papuans have been deprived by Western civilization (if that's the word) of the richness of their traditional culture without being given anything substantial to take its place. It is also encouraging, because the Papuans have many leaders like Kiki whose roots are firmly and unashamedly in the past but who are unafraid of the future in what had been so short a time ago an alien and hostile world. And if Kiki's world seems exotic and primitive, we, looking around us at our own society, have little reason to be confident that we can do any better, for we, too, no longer live in the familiar world of our fathers.

Portrait of a Parisian Personality

An Impersonation of Angels: A Biography of Jean Cocteau, *by Frederick Brown (Viking. 438 pp. $12.50), revives echoes of glittering performances by a master showman of French literature. Leon S. Roudiez, who teaches at Columbia University, has published a study of Michel Butor and is now completing a volume on the contemporary French novel.*

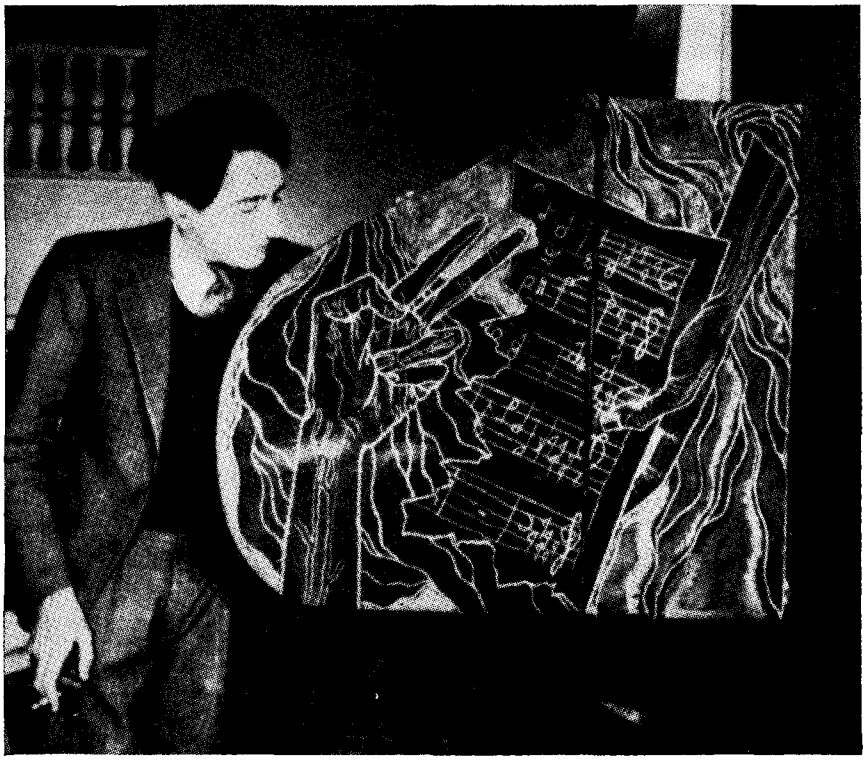
By LEON S. ROUDIEZ

SWARMING ABOUT THE PAGES of this hefty book are personalities of both an epoch and a class: Mistinguett, the Countess de Noailles, Misia Sert, Valentine Hugo, Maurice Sachs, Count de Beaumont, Pablo Picasso, Marcel Proust, André Gide, Sergei Diaghilev, Coco Chanel, and many, many others—not forgetting, of course, Raymond Radiguet and Jean Marais. Anecdotes abound, and so do witty characterizations (*e.g.*, that of the Duchess d'Uzès, whose love for clowns inspired her to back General Boulanger's abortive coup), brilliant metaphors (Cocteau's "novels and plays have the simplicity of skeletons dancing their *danse macabre* on an ice floe"), effective capsule descriptions of situations (like that of the Cocteau-Francine Weisweiller ménage, which was sustained by childishness rather than sex), snap judgments ("Cocteau's election to the French Academy signified nothing and changed nothing"), and, inevitably, a number of clichés. Frederick Brown's text makes for good reading all the way. As he himself explains, most of his information comes from published sources, all of which he seems to accept if not uncritically at least with a moderate dose of ironic tolerance. Consequently, no revelation could be expected and none is directly forthcoming. What the volume provides very much resembles its author's own account of the clientèle of the famous *Boeuf sur le Toit* nightclub, " a world less interested in art, in writing, and in music than in the sheer celebrity of artists, writers, and musicians."

BROWN relates the story of a disconcerted Cocteau, discreetly left alone by Picasso with a Russian ballerina in the painter's studio—but not disconcerted for long: he "rumpled the bedsheets while she observed him primly from a chair." Delightful and revealing, one is tempted to say; how typical of Cocteau! But is it really? Like so many others, the incident might fit any number of young men who were shy and vain, but not necessarily homosexuals. It reveals merely what we already know. As we seek to discover something more vital concerning the brilliant poet, playwright, novelist, film-maker, opium-smoker, and Parisian personality, our efforts are constantly thwarted. Mr. Brown writes at one point that Cocteau's "correspondence and his life were almost unrelated"; the same could be said, as of most serious writers, of his art and his life.

That, however, is only a part of the trouble. Crafty showman as he was, Cocteau has considerable difficulty in reaching center stage in his own biography. Rather characteristically, the sixth chapter of *An Impersonation of Angels* begins on page 171 with an account of Dada and Surrealist activities; not until page 181 is Cocteau's name even mentioned, and on page 182 we are told that Breton rejected him. *Le Cap de Bonne Espérance* and other works of that period then assume the status of sideshows. Likewise, the ninth chapter leads up to *The Blood of a Poet* by means of more than five pages devoted to Buñuel (faithfully summing up a section of Ado Kyrou's book), who, as a result, casts a long shadow over Cocteau's film. In both instances this is probably as it should be, and my point is not that the reader is being misled. On the contrary, what may have been intended merely as a narrative device becomes emblematic, and it uncovers the somewhat unexpected meaning of Frederick Brown's book: it encompasses a void, and that void is Cocteau.

Professor Brown refers to André Breton's "contention that Cocteau's native habitat was behind-the-scenes." The sections of his book that I have just referred to make the point explicit; yet when we do get backstage we are also left with the impression that there is no one present. Thus it is with Cocteau's famous "conversion." After relating the details leading up to the 1925 exhibition (there is hardly another word for



Jean Cocteau in 1943 with piano cover he was commissioned to paint.

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such a public display of sentiment), Brown appears to settle for Cocteau's own description of the affair as a hoax and gives those bits of evidence justifying that interpretation. He nevertheless concludes: "It is implausible that any one set of circumstances . . . inspired Cocteau's religious seizure," leaving the reader as puzzled as before. In a different context, Brown very aptly suggests that a line from one of Cocteau's plays explains much of his behavior: "Since these mysteries escape me, I shall pretend to be their organizer." Hence the "confession" that his conversion was a hoax; we gather, however, that it was not. What happened, then?

QUITE possibly there are no conventional answers to the questions one feels compelled to ask about Cocteau the man. Maybe Cocteau's image, one of his favorites, of the deep-sea diver proceeding awkwardly through a world not his own, living in constant jeopardy, linked by a tenuous cable to a mother-ship from which he derives all sustenance—maybe that image is really pertinent to Cocteau himself. Apposite as it may be, it is dangerously close to that of a child in the womb, linked to its mother by an umbilical cord; one could surmise from a number of Frederick Brown's remarks that an answer to the riddle lies in that direction, one that he chose not to follow. His intention obviously was to write a traditional biography. One should not blame him for such a choice; better to thank him for having provided an entertaining book and brought together so many scattered details concerning his subject. It is hardly his fault that the traditional genre is not completely adequate in this case, nor should one dismiss the possibility that a psychoanalytical study might fall equally short of the mark.

Whatever this or any other study might fail to reveal about Cocteau the man, his works remain—especially *Thomas l'Imposteur, Le Grand Ecart, Les Enfants terribles, Orphée, La Machine infernale, Bacchus.* Assuming that the impression I derive from Professor Brown's book is justified, assuming that Cocteau is but an empty shell, must we now downgrade the works and treat them as brilliant but vacuous? The mere asking of the question points to its absurdity; as I have already intimated, the details of a man's life are hardly relevant to the meaning of his art. Books such as this one help us realize that literature is created only partially by writers: it is the readers of novels and the spectators of plays who give them their true significance. Cocteau lied about his life, as Frederick Brown points out in a number of instances, and he may well have lived a lie; but the truth his works tell belongs to the rest of us.

Infernal Island

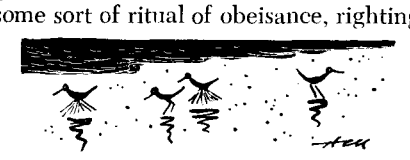
The Other Side of the Mountain, *by Michel Bernanos, translated from the French by Elaine P. Halperin (Houghton Mifflin. 107 pp. $4.95), starts out as an adventure story and turns into an allegory of man's plight in a brutal universe. Laurent LeSage is co-author of a forthcoming dictionary of French critics.*

By LAURENT LESAGE

ONE MAY WONDER WHO Michel Bernanos is. He is not, of course, the famous author of *Diary of a Country Priest,* but Georges Bernanos's second son, who is said to have died tragically in 1964 shortly after completing this fantastic novella. It was published in Paris last year under the title *La Montagne morte de la vie.* The story begins as an adventure tale *à la* Robert Louis Stevenson, then turns into something like a surrealist nightmare, an existentialist parable of life, a psychedelic trip, or a landing on the moon.

There are not any pirates as in Stevenson, but there is a lad who finds himself aboard a ship setting out to seek for golden treasure and who is soon in action thick enough to enchant subadolescents. First he is fiendishly hazed by the crew, and escapes being drowned only through the good offices of an old salt who is the ship's cook. Subsequently our young hero weathers a forty-day calm on the equator, a storm, and a shipwreck. Before the ship goes down, however, he and his benefactor have witnessed all manner of atrocity as the crew, crazy with hunger and thirst, break into the stores of rum. They kill the captain and eat him, then turn on one another. At this point the young readers should pass the book to their elders.

The boy and the cook are washed ashore on a beach of red dust over which a blood-red sun shines all day long and an eery pallor glows at night. No animal life is apparent; in its place are red-mud statues of beasts and persons with features distorted as if in fear. The vegetation, however, is lush—grasses, flowers, and trees of opulent beauty. In the distance there are mountain peaks which the travelers feel they must try to reach. Day after day they move painfully on. Waves of flowers rush before them, but creepers more like animals than plants coil their suckers around them and try to hold them back. At a given moment every evening, with titanic groaning and creaking, whole groves of trees bend over and down in some sort of ritual of obeisance, righting themselves again only the following morning. The earth pulsates and, underneath, a giant heart seems to beat. Terrified at what they see and hear and certain of what fate awaits them, the two nevertheless forge on until they reach the summit and the end of their tale. The reader is left to muse over the meaning of the adventure.



We can read into it a kind of existential blasphemy, an allegory of man's plight in a universe which if not actually malevolent is at least stupidly brutal. We can see it as a descent into hell—natural or man-made. Or we can take it strictly as a thriller. On whatever level we choose to interpret the book, a good case can be made for thinking that the odd pair who are its heroes teach a lesson in human fortitude and solidarity. Modern French writers are convinced that there are no greater virtues.

The Rabbi Turns On God: The possibility of saintliness in the modern world and the problem of theodicy—the reconciliation of God's justice with the existence of injustice—are central themes giving some degree of cohesiveness to Jacob Twersky's otherwise rather loosely organized novel about a Chassidic rabbi and his family. Still, though it holds the reader's interest and is at times moving and sensitive, *A Marked House* (Yoseloff, $4.95) lacks narrative focus and fails to develop its characters as fully as they might or should be developed.

The main questions, however, are framed intelligently and concisely, in terms of both the destruction of European Jewry and the personal misfortunes of the rabbi, heir of a great Chassidic dynasty and bewildered head of a household marked by madness and misery.

The rabbi is tormented by the mystery of God's apparent indifference to the sufferings of those who seem to be righteous and innocent. In the novel's climactic section the rabbi's life work, a still uncompleted treatise on God's justice, is senselessly destroyed by his insane wife in a purposeful act of sadism. A few days later, on Yom Kippur, the Day of Atonement, the rabbi despairingly calls on God Himself to repent. His suffering is not relieved until just before his death.

It is never made clear, perhaps cannot be in modern terms, whether the rabbi is indeed the saint that so many believe him. At his funeral his devoted Chassidim see the Holy Light of the Shekhinah, the Divine Presence, illuminating his coffin; his son and daughter-in-law pity "these poor people" and see only darkness. This note of ambiguity may be an evasion, but it is appropriate to our time and vindicates much that in earlier pages seemed like indecisiveness and uncertainty. —ROBERT J. MILCH.

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World of Dance

Walter Terry

—*Photos: Martha Swope.*

(Left) Cynthia Gregory as Odette in *Swan Lake*—"the most exciting newcomer to ballerina rank in America since Maria Tallchief. . . ." (Right) Eleanor D'Antuono as Odile—"a brilliant 'Black Swan'. . . ."

One More River to Cross

"You wouldn't want to stay at *that* hotel," said the clerk behind the desk. "It's filled with whores and city folk." Can you guess in what city or town such phrasing, with respect to the caliber of tenants, might be used by an employee of one hotel in describing his opinion of another? A town in a rural area—a small industrial city? No. It was said in Brooklyn, New York!

The occasion, let me hasten to add, had something to do with dance. An important staff member of the American Ballet Theatre, prior to the company's four-week engagement (now just ending) at the Brooklyn Academy of Music, had wanted to rent three hotel suites for the convenience of the orchestra members for changing to and from evening dress, and for those members of the stage crew who had to work so late that the subway trip back to Manhattan was unnecessarily fatiguing. At the first hotel he went to, the manager was excessively rude (a standard manner of behavior as prevalent in Manhattan as in Brooklyn), and so the gentleman from the ballet looked for another hotel. When he found it and blurted out to the clerk just how he had been addressed in the other hostelry, he was given the sympathetic understanding inherent in the remarkable phrase about "whores and city folk."

The Brooklyn Academy of Music's beautifully intentioned, handsomely presented, and esthetically (and theatrically) rewarding Festival of Dance 68-69 has been having its troubles, all of them, I would say, or most of them, at the box office. I have no reports on the number of balletomanes to be found in the ranks of Brooklyn's ladies of easy virtue, but I can report that the "city folk"—Manhattanites, that is—simply don't want to go to Brooklyn, even if it is to see some of the best dancing to be found not only in America but, indeed, in the world.

The blame for audiences which are sometimes pitifully small cannot be placed upon the artists or the really marvelous opera house within the Academy. Nor can it be put upon the Brooklyn Academy of Music itself and its ambitious, forward-looking director, Harvey Lichtenstein, who raised money and obtained generous grants from private foundations and state sources in order to bring this dance festival of unprecedented length and richness to New Yorkers.

Mr. Lichtenstein also arranged for buses to carry dance followers, for small fees, from key corners in Manhattan to the Brooklyn performances and back again. Thus, those fearful of traveling our subways could feel reasonably secure, at least while in a bus, and the dancers themselves were told what streets *not* to take when heading for the subway in Brooklyn. Everything possible was done, and is being done, to make the Brooklyn Academy of Music a great dance center. The almost insurmountable hurdle seems to be that Brooklynites, in the main, are not interested in dance, and that the "city folk" from Manhattan, Westchester, New Jersey, and Connecticut just won't go to Brooklyn.

Martha Graham and her company opened the festival and did appallingly bad business. Others who followed—whose works have drawn capacity audiences in, say, Winnipeg, Paris, London, Tel Aviv, and Tokyo—have also suffered poor attendance. The American Ballet Theatre, for example, opened its season with its opulent production of *Swan Lake*, which has drawn full houses almost everywhere and which has been hailed in several quarters as the finest staging of *Swan Lake* to be found anywhere. At both Lincoln Center's New York State Theater and the Metropolitan Opera House, this *Swan Lake* packed them in as did the rest of its repertory, even when the company was playing next door to Britain's Royal Ballet. It could hold its own against Fonteyn and Nureyev, but it couldn't buck Brooklyn.

Yet, during the American Ballet Theatre's *Swan Lake* week at the Brooklyn Academy (I'll be reporting on new productions and repertory highlights later), there was a multitude of good reasons to travel to Brooklyn. And if you were a real, true, genuine balletomane, you would have gone on foot, if necessary, to see Cynthia Gregory in the dual role of Odette-Odile. The young star (she is barely past twenty), who was promoted from *corps de ballet* to soloist to principal within less than a year by Lucia Chase and Oliver Smith, the company's directors, bedazzled ballet audiences when she was first seen as the gentle Swan Queen, Odette, and the malevolent, seductive Odile a year and a half ago. Her fan clubs were founded then. Her technique remains flawless,

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and her interpretation has deepened. Her presence is not merely assured; it is beautifully authoritative. She is, in effect, a ballerina, a dance *étoile*, and I think she is the most exciting newcomer to ballerina rank in America since Maria Tallchief first flashed upon the scene.

A hard core of Gregory followers went to Brooklyn to join those few present in a rousing ovation. But there were still other excellent reasons to journey to Brooklyn for the *Swan Lakes*. Eleanor D'Antuono got her own ovation following a brilliant "Black Swan Pas de Deux" as Odile (her Odette is not as successful), and the two Princes—Royes Fernandez for Miss D'Antuono and Gayle Young for Miss Gregory—were impeccable cavaliers. Also, there was the team of lovely Toni Lander, a ballerina favorite, and her brilliantly versatile husband, Bruce Marks. And how about soaring Ted Kivitt; Miss Chase, dance-actress of uncommon accomplishment; Enrique Martinez, fine mime; a host of ebullient young artists; and, well, American Ballet Theatre in toto. But where, oh where, were the city folk? There were many anxious moments when we all felt that the other "guests" of *that* spurned hotel would have been most welcome at the Brooklyn Academy of Music—as paying customers, that is.

Photo Prize Winners

Continued from page 80

ROBERT E. PIKE, Miami, Fla. Rome, Italy. Rollei; Tri-X.
JOSEPH N. ATTIE, Great Neck, N.Y. Tiberias, Israel. Nikon; Tri-X.
NAT SEEMAN, Alexandria, Va. Atlantic City, N.J. Canonflex; Plus-X.
E. WILLIAM MOREY, Denver, Colo. Lima, Peru. Asahi-Pentax; Plus-X.
CORTLANDT F. LUCE, JR., Atlanta, Ga. Rhodes, Greece. Ikonta; Verichrome Pan.
ROGER W. MOISTER, JR., Nashville, Tenn. Alanya, Turkey. Asahi-Pentax; Plus-X.

HONORABLE MENTION

RONALD BROCK, Los Angeles, Calif. Athens, Greece. Nikon F; Kodachrome II.
DINAH CHAPMAN, Denver, Colo. St. Juoite, Canada. Heiland Pentax-H1; Kodachrome.
JAN CURRIE, Cincinnati, O. Morocco. Kodak Instamatic; Kodachrome.
EARL W. DOBLE, Los Angeles, Calif. Leica; Kodachrome II.
DAVID ELLIOTT, Boston, Mass. Disneyland, Calif. Pentax; Ektachrome.
DORIS A. FARMER, Pittsburgh, Pa. Rome, Italy. Yashica; Ektachrome.
J. A. GOLDSACK, Great Neck, N.Y. Quebec, Canada. Pentax; Kodachrome.
BENJAMIN B. HICKOK, East Lansing, Mich. Amsterdam, Holland. Zeiss-Ikon; Kodachrome II.
FRANK H. LEIB, Orinda, Calif. Moscow, Russia. Zeiss-Ikon; Ektachrome.
RICHARD LEWIS, Scarsdale, N.Y. Temse, Belgium. Nikon F; Kodachrome.
ARNOLD M. MARTIN, Yerington, Nev. Port of Seattle. Honeywell Pentax; Kodachrome II.
CHARLES M. MAYER, Eastchester, N.Y. Ferrara, Italy. Minolta; Kodachrome II.
LYNN MCCONNELL, Millville, N.J. Varanasi, India. Kodak; Ektachrome.
W. B. NEELEY, Glendale, Calif. Yugoslavia. Kodak; Ektachrome.
FRANK B. PAGE, Sepulveda, Calif. Delaware. Nikon; Kodachrome II.
JOHN A. WALSON, Muskegon, Mich. Florence, Italy. Miranda Automex III; Ektachrome.
SEYMOUR WEISER, Flushing, N.Y. Portugal. Leicaflex; Kodachrome II.
GENE C. WILKEN, Fort Collins, Colo. Guatemala. Honeywell-Pentax; Agfacolor.

TV-Radio

Robert Lewis Shayon

The TV Sunset

JUSTICE WILLIAM O. DOUGLAS contributed a chapter to the book *The Great Rights* (Macmillan, 1963), in which he said: "A Bill of Rights sets the ideal to which on occasion the people can be summoned." Not many Americans responded recently when CBS News summoned them to *Justice Black and the Bill of Rights*, an hour-long special in which the senior Justice of the Supreme Court was interviewed by Martin Agronsky and Eric Sevareid. In New York City, for example, a mere 9 per cent of the TV audience at that time chose to watch and listen to the Roosevelt appointee, who has been a leader of the libertarian wing that has dominated the Supreme Court for thirty years.

A large share of the New York metropolitan audience, 44 per cent, had picked up the NBC invitation to ogle Brigitte Bardot, who appeared in her own special at the same time. Presumably, the Bardot-watchers were hoping to get a glimpse of the French star in a fifteen-second sequence in which she wore nothing but a pair of trousers, but NBC disappointed them, having deleted the scene in advance. For Black to beat Bardot in the attention game is hardly natural law; yet one might be forgiven for anticipating a slightly better score for the senior Justice when one recognizes his great stature in the contemporary history of the Court.

Mr. Agronsky tried for four years to persuade Justice Black to consent to an interview; and as Mr. Sevareid noted: "As far as we know, there is no precedent for a television interview with a sitting judge who talks about the law, the Constitution, and the Court." The conversation, filmed in Justice Black's home in Alexandria, Virginia, was handled affectionately, respectfully, and perceptively by both CBS News reporters. They helped to reveal a man of considerable modesty, of intellectual vigor and pragmatism, doctrinaire only in his dedication to the rights of the underdog—a man with his roots in the Jeffersonian tradition. Justice Black's comments on the distinctions that may be drawn between free speech and assembly on the one hand, and permissible conduct under First Amendment guarantees on the other, were most significant. They foreshadow some new doctrine that the Court will have to develop, probably when cases involving the Chicago demonstrations come before it, in which limits of protest must be drawn.

Black would not be drawn into precise declarations, but he did indicate that in his opinion First Amendment guarantees do not include "tramping up and down the streets by the thousands, either saying things that threaten others, with real literal language, or that threaten them under the circumstances under which they do it."

With magnificent inconsistency, Black's recent restrictive views on people's "right to talk where they have a right to be under valid laws" seemed to be indulging in the "balancing" concept, where one set of rights is weighed against another. This is a philosophy that he has long opposed, insisting on rights as written in the Constitution, and refusing to rewrite the Bill of Rights to fit changing times.

Next in importance on the televised interview was Black's unyielding affirmation of the rights of accused in criminal cases. He agreed that decisions of the Warren Court have made it more difficult for police and prosecutors to combat crime, but he said that this was the objective of the men who wrote the Bill of Rights. Looking back at the 1954 *Brown vs. Topeka* decision, he reflected that maybe the phrase "with all deliberate speed" had delayed desegregation. With respect to free press guarantees, he found the concept of obscenity "wholly ambiguous. . . . It is not speech on an important subject. Let them talk."

Justice Black agreed that America suffers from classic hubris and vanity of power; but his hope for a longer future for this country than history generally affords great powers lies with the superb character of the Constitution, which enables us to pursue tranquility and order.

Here was the glow of a great legal mind, expressing the noblest ideals of a free society; but there was a faint hue of anachronism in this mellow image, as if the nation that gave birth to the Bill of Rights and Hugo Black were slowly disappearing into that TV sunset. A lethargy possesses us; the days of great debate in the Black style are passed. Justice Douglas described it when he wrote: "We walk more and more in unison as if some mysterious force was herding us, a free people, in the manner in which the people of Russia and China are herded." There on NBC was the guiding light, not the Iron or the Bamboo—but the Bardot Curtain.

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Ignore 1969

You don't *have* to keep up with the news. But ignorance is hardly bliss when every life is touched by war and inflation, school conflicts and racial tension.

In a year that will be crowded with news—with new people and new policies—television will keep you informed—fully, fairly, objectively. Networks will bring you news of the world and the nation; stations will keep you alert to the significance of events in your own area.

The news, of course, is unpredictable. But in January television will cover the Inauguration, the new senators, the problems of cities, the pressures on rural America, and the role of Japan. Television is the unique, multi-faceted way of paying attention to 1969.

For openers, here's a partial listing of what's scheduled for January.

Correspondents Report—Part II. Year-end review. Wednesday, Jan. 1 (4:30-5:30 pm).

Mark Twain Tonight. Hal Holbrook's portrayal of the American humorist. Thursday, Jan. 2 (7:30-9 pm).

Male Of The Species: Prudential's On Stage. Sir Laurence Olivier, Sean Connery, Michael Caine, Paul Scofield in an original comedy. Friday, Jan. 3 (8:30-10 pm).

Meet The New Senators: CBS News Special. Freshmen Senators discuss their objectives. Sunday, Jan. 5 (5:30-6:30 pm).

First Tuesday: NBC News. Once-a-month presentation of special news stories. Sander Vanocur is anchorman. Tuesday, Jan. 7 (9-11 pm).

The Unexpected Voyage of Pepito and Cristobal: The Undersea World of Jacques Cousteau. Story of two sea lions. Monday, Jan. 13 (7:30-8:30 pm).

To Love A Child. A study of child adoption and its problems. Monday, Jan. 13 (8:30-9 pm).

Le Champion: Jean-Claude Killy. Profile of the international ski star. Monday, Jan. 13 (9-10 pm).

Cosmopolis. The future of all cities and the problems they face, with reports from London, Rome, Helsinki, Los Angeles, Tokyo, New York, Stockholm. Monday, Jan. 13 (10-11 pm).

Bob Hope Christmas Show. Highlights of Hope's tour to entertain GIs. Thursday, Jan. 16 (8:30-10 pm).

The Inauguration. The networks cover the Washington ceremonies, including the Inaugural Ball. Monday, Jan. 20.

Voyage To The Enchanted Isles. Prince Philip narrates essay on the Galapagos Islands and their fascinating animal life. Wednesday, Jan. 22 (7:30-8:30 pm).

The Lions Are Free. Sequel to *Born Free* traces the life of the lions let loose in the 1966 film. Thursday, Jan. 23 (7:30-8:30 pm).

French—American Challenge Cup. French and U.S. ski teams compete at Aspen. Friday, Jan. 24 (10-11 pm).

Down On The Farm. The rapidly disappearing world of rural America. Saturday, Jan. 25 (7:30-8:30 pm).

The Children's Film Festival. Award-winning films from all over the world. Start of nine-week series. Sunday, Jan. 26 (1:30-2:30 pm).

Arctic Odyssey: The David Humphreys Polar Expedition. Close-up of Arctic expert's attempt to reach the Pole. Tuesday, Jan. 28 (7:30-8:30 pm).

Japan: CBS News Special. Edwin Reischauer, former U.S. Ambassador to Japan, tours Japan, discusses its history and current role. Tuesday, Jan. 28 (10-11 pm).

Regularly Scheduled Programs

Monday through Friday: The Today Show/Captain Kangaroo/Sunrise Semester

Tuesdays: CBS News Hour ("60 Minutes"/CBS Reports/Who, What, When, Where, Why)

Saturdays: The Banana Splits Adventure Hour/Storybook Squares/Untamed World/Shell's Wonderful World of Golf/ABC's Wide World of Sports

Sundays: Lamp Unto My Feet/Look Up And Live/Bullwinkle/Camera Three/Discovery/Directions/Face the Nation/Meet the Press/Issues and Answers/The Catholic Hour/Animal World/The Killy Style/Frank McGee Sunday Report/G-E College Bowl/The 21st Century (Jan. 26)/Wild Kingdom (starts new series this month)/Walt Disney's Wonderful World of Color

Note: This is, necessarily, a partial listing. Time (NYT), titles and casts of these national programs are subject to change. Please consult your station listings: check also for noteworthy local programs.

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Music to My Ears

Irving Kolodin

"Don Giovanni" at the Met with Teresa Zylis-Gara

COME WEAL or come woe, Eugene Berman's production of Mozart's *Don Giovanni* has been a house pride at the Metropolitan since it was first presented in 1957, and it remains so in its reappearance this season. There is, indeed, much more weal than woe in the cast of this reinstatement, which finds Cesare Siepi supporting on his broad voice and even broader shoulders still another set of antagonists (plus a new conductor) in the part which he has been performing at the Metropolitan for a decade and a half.

It is, of course, an excellent thing for a production of *Don Giovanni* to have a fine Don, and Siepi has held the rank of world standard almost from the time he began to play it at the old Metropolitan in 1952. The fascinations of listening to Siepi refine his delivery of the vocal content of perhaps the most challenging role in the Mozart canon has been equaled by the interests of watching the evolution of his dramatic conception. Inevitably, as he has grown older, he has played the part with greater identity with the inner impulses of the Don, less and less with the superficial physical ones. Now, while he still commands the vocal strength to deliver the music easily and effectively (in all but a few high-lying passages), he has added a touch of the Mephistophelean to his make-up, which is inconceivably remote from the college-boy enthusiasm (for the chase, as well as the chaste) which characterized his conception at the outset. It suggests that the Don will be meeting the keeper of the Lower Regions on almost equal terms when he arrives at his predestined destination.

There was, in this cast, an arrangement of voices that met Siepi's power on rather more even terms than has been true on some occasions in the past. The principal counterbalance to his strength at the low end was the power displayed by Martina Arroyo at the high end in her first performance of Donna Anna. Some may say that she does, indeed, overpower the music rather than merely perform it, but there is one virtue to an excess that is not present in an insufficiency—it *can* be reduced. Were Arroyo to throttle back on some applications of her Aïda sound (especially in the recitative preceding "Or sai chi l'onore," and the delivery of the aria itself), to drive less and coast more, she could arrive at a satisfactory solution of the musical problem in this part—no mean achievement in itself.

In between were arrayed a quintet of healthy, well used voices that gave a more than ordinarily satisfactory sound to the ensembles. The total takes in a quintet rather than a more usual quartet, because the Leporello was Geraint Evans. This agile artist has, as those who saw him do it a few years ago will recall, made an artistic totality of this part on a level with his Falstaff. Shading off in the various range levels was (in addition to Theodor Uppman's always admirable Masetto and John Macurdy's vibrant Commendatore) an assortment of people and voices new to these roles at the Metropolitan, but destined to become favorites as well as familiar.

Least familiar and possibly most welcome was Teresa Zylis-Gara, who had recently performed in San Francisco and was making her Metropolitan debut. The order of importance assigned to her relates to the part she performed, for Donna Elvira is a special challenge, dramatically as well as vocally. Zylis-Gara, who has emerged from her Polish background onto the international operatic stage within the last eight or so years, has unusual attributes for Elvira. Her voice is both bright and substantial, which means that she can convey the intensity of emotion in the role—she is, after all, the only one in the cast who truly loves the Don—without sounding shrewish. The last great Elvira, in a quite different way, was Elisabeth Schwarzkopf. Zylis-Gara, an accomplished technician as well as a good-looking woman and capable actress, could well take over both the role and the rank of her distinguished predecessor. Peter Schreier, who had made himself welcome here as Tamino in *Die Zauberflöte* last season, showed some excellent attributes in his first Don Ottavio. His command as a singer was demonstrated when he had a moment of vocal dryness in the opening words of "Dalla sua pace" but recovered to sing it beautifully. Finally, Judith Raskin added the role of Zerlina to others she has sung with taste, finesse, and superior musicality.

On the dramatic side, this *Don Giovanni* encountered obstacles and inequalities that separated it from true distinction for the simple reason that there had been either 1) inadequate time to create a truly cohesive ensemble, or 2) insufficiently expert direction to bring about the desired end. When the peasant maid Zerlina is much more of a lady, in action and demeanor, than the high-born Donna Anna, then something has gone amiss. Raskin's Zerlina showed an interesting effort to project the character's vacillation between the sexual attraction of the Don and her affection for the amiable Masetto she is about to marry; but it could have started from a lower point of feminine suavity and been the more effective thereby. At the other extreme, Arroyo's Donna Anna could be polished and refined to remove rough edges more appropriate to the servant than the lady.

In the kind of circumstances that prevail in such a repertory theater as the Metropolitan, such adjustments and refinements must either be provided by the employment of experienced personnel, by the stage director, or by the conductor. Obviously, the personnel was not all that experienced, nor was the stage director (Patrick Tavernia, as stand-in for Herbert Graf, who created the production in its original form, with quite another group of people sixteen years ago) equal to all the inequalities that emerged.

This put pivotal pressure on conductor Silvio Varviso, who first came to the Metropolitan when Joan Sutherland made her debut in *Lucia di Lammermoor* in 1961 and has since come and gone as conductor of a variety of other works, ranging from J. Strauss (*Fledermaus*) to R. Strauss (*Ariadne auf Naxos*). He has, along the way, become principal conductor at the Royal Opera in Stockholm. Varviso is an estimable musician and a loyalist to the convention which decrees that the singer is queen (or king) of the operatic realm. This endears him to singers, for understandable reasons, and may be acceptable in those works where such regal considerations outrank all others. For such a work as *Don Giovanni*, however, the kind of consideration for and understanding of vocal problems that Varviso commands not only should but must be combined with a broader sense of urgencies, musical and dramatic, than he currently deploys. To a fine ear for vocal values and a valuable understanding of how they can be best served, Varviso has to add the dynamics of a stronger personal attitude if he is to sustain his choice as conductor of so demanding a work as *Don Giovanni*.

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—*Wide World.*

Dr. Lee Alvin DuBridge, president of Caltech, accepts appointment as President-elect Richard M. Nixon's science adviser.

MR. NIXON AND THE NEW ERA OF SCIENCE

AT his pre-inaugural headquarters in the Pierre Hotel across Fifth Avenue from New York's Central Park last December 3, President-elect Richard M. Nixon announced to the press his appointment of California Institute of Technology President Lee Alvin DuBridge as the next science adviser to the White House. After taking note that he and Dr. DuBridge had been friends for many years, Mr. Nixon became "quite candid" and told the assembled reporters much more than appeared in any of their subsequent news dispatches.

"I will admit," said the President-elect, that science "was not one of my better subjects when I was in school." As President, he suspected, he "might not become scientifically sophisticated." Nevertheless, he recognized the need "to have an understanding of" science. So, he said, he would try to discover ways to bridge the gap between his office and "people in the scientific community . . . [who] . . . take a rather dim view of the political operator."

That alone was a refreshing declaration and might be read as a gentle admonition. Too many scientists do take a fantastically condescending attitude toward all political activity that occurs outside science, which meanwhile remains inwardly subject to intense and often bitter politicking [see "The Politics of Pure Science," *SR*, Nov. 4, 1967]. To have a high-IQ layman who is about to occupy the White House say baldly in public that he knows how to score the game will at least do no harm and just might deflate some overstuffed egos.

Nixon expressed to the reporters at the Pierre his confidence that DuBridge would "be able to reassure the scientific community that our interest in them is not simply what they can produce but also how they can counsel us." Here the President-elect was on firm ground. Few scientists in America are as thoroughly respected throughout the scientific community as is DuBridge. His designation alone was enough to quiet tremors of apprehension that had been shaking research establishments across the land

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LETTERS 110

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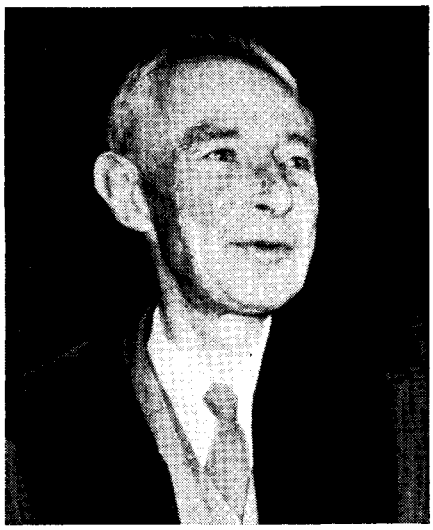
ever since Nixon's election. The three scientists whose names had been most prominently linked to Nixon's during the Presidential campaign—former U.S. Atomic Energy Commissioners Lewis Strauss and Willard Libby, and H-bomb "father" Edward Teller—were all too closely tied to past military thinking to be welcomed as top-level spokesmen for science in these days of hope for a reasonably quick political resolution of the Vietnam war.

IN the context of real politics, the appointment of physicist DuBridge was considerably more than a negative reassurance; it amounted to a positive statement of Nixon's intention to be a more forthright President than he had been a Presidential candidate. He was aware that physics still dominates the American scientific hierarchy, and that physics in turn is still dominated by a twenty-three-year-old trauma over the surprise A-bombing of Hiroshima and Nagasaki.

The late J. Robert Oppenheimer, as chief intellectual architect of the A-bomb, felt a special sense of guilt. A humanitarian in scientist's clothes, he could never escape the truth that the first A-bombs were dropped against the urgent pleadings of some of his most able associates, who felt that a public warning followed by a harmless demonstration of the bomb's awful destructive power would have been enough to end World War II. And after the hastily assembled bomb-making shop called Manhattan Project was turned over by the military to the civil authority of the Atomic Energy Commission in 1946, when he was chairman of the AEC General Advisory Committee, Dr. Oppenheimer always put political negotiation ahead of bomb threats as a means of keeping peace in the world. Therefore, he could not agree with Teller and Strauss and others that the making of an H-bomb should be the overriding priority project of American science. Although he always supported H-bomb work at the fastest pace commensurate with progress in other means of keeping the country strong, he became a prime suspect of those who wanted the H-bomb above all else. They remembered that many years before he had sympathized with left-wing ideals, and they finally humiliated him in 1954 by revoking his access to the secret data he had done so much to accumulate.

By historical accident, it was Dr. Lee Alvin DuBridge who gave Oppenheimer's detractors their opening to attack. DuBridge stated, on paper, his belief that Oppenheimer's advice continued to be extremely valuable to the United States. Had this friendly statement not been on the record, Oppenheimer's security clearance—which hadn't been used much for several years before that—might simply have lapsed without fanfare. But the DuBridge statement raised the theoretical possibility of future requests for clearance, and spectacular squelching of that theoretical possibility fitted the needs of those who trusted bombs more than negotiation as a means of settling international differences.



—*Wide World.*

J. Robert Oppenheimer, "humanitarian in scientist's clothes."

AT the hearing where Oppenheimer was publicly stripped of personal dignity and honor, DuBridge steadfastly testified in Oppenheimer's defense. Regarding the left-wing sympathies of twenty years before, the Caltech president said, "It seems to me that to question . . . on such trivial grounds . . . the integrity and loyalty of a person who has worked hard and devotedly for his country as Dr. Oppenheimer has . . . is against all principles of human justice." To accusations that Oppenheimer had deliberately slowed H-bomb work, DuBridge (who sat on AEC's General Advisory Committee with Oppenheimer) gave a categorical denial. When asked whether he himself had said in 1952 that "two things . . . were more important than H-bomb development, the first being a concerted effort of the best minds in the country toward peace with Soviet Russia," DuBridge replied: "That is quite consistent with what I might have said."

Since the spotlight of publicity at those hearings was on Oppenheimer alone, no attention was paid to the fact that DuBridge in effect had invited suspension of his own security clearance by testifying concerning a meeting of the General Advisory Committee on October 29, 1949:

> There were better things the United States could do at that time than to embark upon . . . [a crash program for production—not development, for that was already proceeding satisfactorily, but production—of H-bombs]. Finally, there was a question of whether the United States could not find a better way of strengthening rather than deteriorating its moral position with the rest of the world. It seemed to me and to some other members—I think all of the members of the committee—that if the United States, instead of making a unilateral announcement that it was proceeding with this new and terribly destructive weapon, should . . . say to the world that such a weapon may be possible but we would like to discuss methods of reaching agreements where no nation would proceed with the design and construction of such a weapon. . . . If we took that kind of stand . . . the moral position of the United States in the face of the rest of the world would be better . . .

There is a contemporary ring to DuBridge's words of fifteen years ago. Oppenheimer is gone—happily restored to his rightful place in American science's hall of heroes before his death—and many would like to forget that he had ever been degraded. But the moral position of the United States in front of the other nations of earth is, if anything, more equivocal on the eve of Nixon's inaugural than it was in the days of Oppenheimer's trial. At least the A-bombs were dropped as part of a global defense against armed attack, and the H-bombs were brought into being in response to the inscrutability of Soviet intentions. The war in Vietnam cannot be conveniently fitted into any comparable context of present danger.

Were all else equal, DuBridge's stated opinions on foreign affairs might be passed over as irrelevant to his White House appointment. But Nixon made a point of telling reporters at the Pierre press conference that "from time to time" DuBridge "is going to bring to the White House . . . leaders of thought in the scientific community not only from the United States but from abroad. They will come to the White House to give me and my associates in the Government a chance to have a dialogue."

In a later telephone talk with *SR*'s science editor, DuBridge confirmed that Nixon had asked him to broaden and deepen the existing system of international scientific exchanges. DuBridge said he hoped the process would strengthen and extend the work of the State Department Office of International Scientific and Technological Affairs, the director of which, Herman Pollack, only eighteen months ago won elevation to rank and authority equivalent to that of an Assistant Secretary of State.

Historically, the State Department has been reluctant to take science seriously as a force in diplomacy. In recent months, however, Pollack has named two top-flight advisors – geophysicist Gordon J. F. MacDonald and meteorologist Thomas F. Malone—to buttress State's Washington science staff of forty-five (spread over three offices: space

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and environmental, atomic energy, and general science) and eighteen science attachés assigned to United States embassies around the globe. The readiness of other nations to conduct dealings on scientific and technological levels is evident from the assignment to Washington, D.C., of twenty-one foreign scientific missions. A reporter for *Chemical and Engineering News* a few weeks ago dug up the fact that these missions are now sufficiently entrenched in diplomatic life to operate as a club, with its own dean—the Belgian embassy counselor—its own cocktail parties, and even its own general assembly once a year.

There is another element in the diplomatic equation that will weigh in DuBridge's favor. That is the presence of a distinguished Caltech faculty member, Dr. Harrison Brown, at the head of the international division of the National Academy of Sciences. The Academy is the accepted channel for many of the connections between science in this country and scientists abroad. If Nixon proves willing to hold the equation in balance when the going gets rough, science may help to correct a prevailing trend toward unilateral intellectual disarmament that Harvard Professor of Government Karl W. Deutsch warned the American Council of Learned Societies about last April:

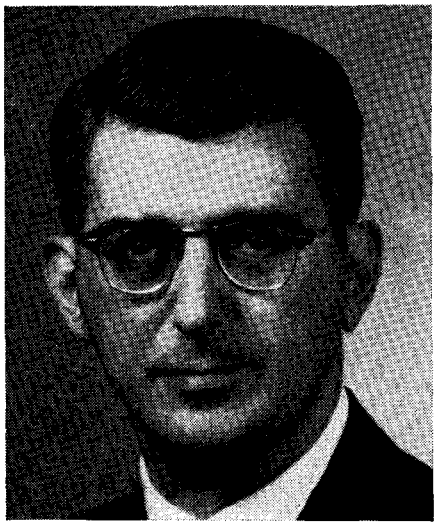
> In recent years or months, three major private foundations have withdrawn from the broad support of research in the field of international relations . . . [while the United States Congress] has not [made] . . . financial provisions for the support of . . . [such] research . . . on a compensating scale. . . .
>
> If these present developments should continue, they will soon significantly reduce and partly dismantle the knowledge and intellectual capabilities of the United States and the effective intellectual resources, available to its people and its leaders, for coping with the problems of our international environment. . . . This partial intellectual disarmament in international affairs would occur during the next decade, and would have consequences leading across the 1970s into the 1980s. But these are precisely the decades in which our current international problems will become more serious, and major new world problems will arise. . . .
>
> One of these is the general decline in the manageability of foreign countries by the two largest powers. The Soviet Union clearly cannot manage the policies of China, Yugoslavia or Albania, and their influence and control has been somewhat declining in Poland, Rumania, and the other Soviet bloc countries. The United States cannot control the policies of France, or of India, or Pakistan, or Jordan. Even with half a million men, we have only imperfect control of events in Vietnam. No outside power now has much control over the politics of most of the Arab world; and the degree of outside influence or control over the politics of West Germany and Japan, and perhaps of several smaller countries, is also likely to decrease. By 1970 or 1975, our control of international affairs is apt to be still much less than it is now—at a time when world events will have much greater power to hurt us. . . .
>
> In 1945, the United States had more than one-half of the world's income and produced more than one-half of the world's steel. Today we account for less than one-third of world income, and less than one-quarter of world steel production. And in 1945, we had a monopoly of nuclear weapons and of means for their delivery, while today we have not. Our relative power has declined. It is still formidable and will remain so, but it no longer can make our will prevail quickly in distant theaters; it cannot overawe rival superpowers; and its relative margin of superiority may well continue to decline. (In the last five years, our influence has increased in regard to the affairs of Brazil, Argentina, Venezuela, Indonesia, Australia, New Zealand, Ghana, and the Congo, totaling roughly 250 million people; it has declined in regard to the policies of France, Britain, India, Pakistan, the Arab countries, and to some extent West Germany and Japan, totaling about 900 million.) . . .
>
> Under these conditions, we may have to learn gradually a new style of thinking and feeling about world affairs, equally far from the moods of domination and of isolation, which have become equally irrelevant to our situation and our needs.

As Professor Deutsch noted: "The intellectual border lines between domestic problems and international problems are often somewhat artificial and misleading." By studying our own behavior we can learn about other people's and by studying other people's we can learn about ourselves. The question underlying both domestic and foreign research today is whether the power of science operates too autonomously for the good of society. Several new systems of control over Government spending for science have been proposed recently ["Must We Rewrite The Constitution To Control Technology?" *SR*, Mar. 2, 1968; "Science, Technology, and the Law," *SR*, Aug. 3, 1968; "Public Policy and The Study of Man," *SR*, Sept. 7, 1968; LETTERS TO THE SCIENCE EDITOR, this issue], and the manner of DuBridge's appointment indicates that a choice among them is being weighed.

PRESIDENT Lyndon B. Johnson's science adviser, chemist Donald F. Hornig (who is leaving the Government for a post at Kodak and teaching at Rochester University), was not only confidential adviser to the White House but also chairman of the President's Science Advisory Committee, director of the White House Office of Science and Technology, and chairman of the Federal Council of Science and Technology. But in discussing DuBridge's assignment with reporters, Nixon said: "Dr. DuBridge will be my adviser in determining how these various positions should be filled and in determining whether or not they should be filled by one man or whether we should split up the job."

DuBridge will approach this particular task from a unique perspective. He organized and directed the first large-scale American experiment in freeing science to function as an autonomous social force. This historical innovation was the Radiation Laboratory of Massachusetts Institute of Technology, which conceived, designed, and put together the radars that won World War II long before the A-bombs ended the

—*Elliott Erwitt—Viking Press.*



—*State Dept.*

Two key figures in international relationships of American scientific community are Harrison Brown, of the National Academy of Sciences (left) and Herman Pollack, of the State Department (right).

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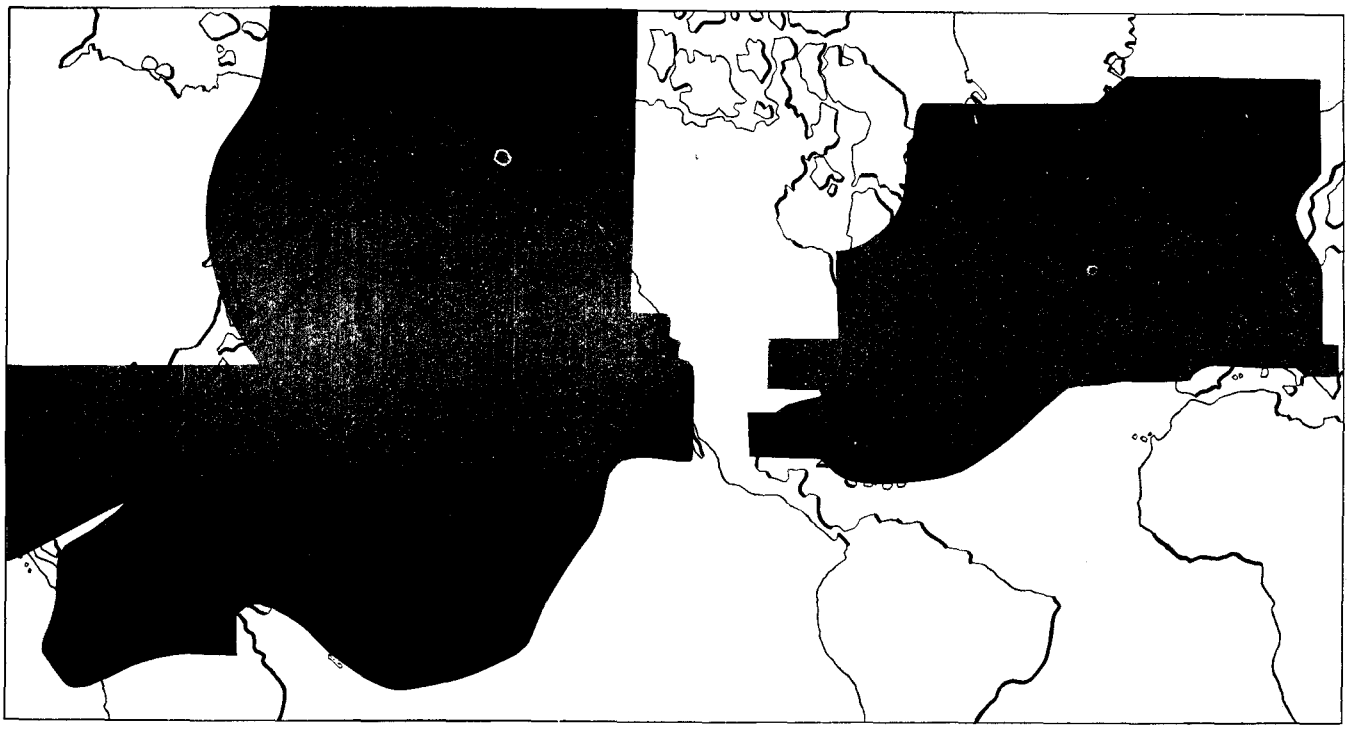

—*Doug Anderson, following map published in official record of MIT's Radiation Laboratory, "Five Years"*

Tint covers globe-circling area in which MIT Radiation Laboratory scientists operated during World War II

conflict. Radlab's accomplishments are not widely appreciated even now because, after being kept secret throughout the five-year life of the lab (1940-45), their public disclosure was unwittingly scheduled to take place fifteen minutes after what turned out to be the time of Japan's surrender. Half the press releases were never delivered because jubilating crowds blocked the streets of Boston.

There is space here merely to mention that Radlab radars stopped the Luftwaffe bomber and missile attacks on England, cleared the Atlantic of Hitler's submarine fleet, directed allied bombing raids on Germany, held a protective umbrella over the cross-channel invasion of Europe, sped Patton's tank roll to the Rhine, and enabled pinpoint bombing of Pacific island steppingstones to Japan and finally of Tokyo.

To bring about those military triumphs, the Radlab crew packed a normal quarter-century of physics research into five years, multiplied the number of usable radio communication channels 200 times, popularized the cathode ray tube into the most commonly employed tool of science, and made it possible to measure time in intervals as short as one-thirty-millionth of a second. All this was done by scientists empowered by White House orders to tell generals what to do.

Little wonder that Oppenheimer later sought DuBridge's advice on triggering the A-bomb, or that Army, Navy, Air Force, and Atomic Energy Commission alike put DuBridge high on their advisory councils. It says much about the man—a medium tall, curly-haired, slightly rumpled, slightly paunchy individual who has been described as looking like "Mr. Anybody"—to record his support of atomic scientists at Los Alamos and Oak Ridge who fought for civilian control of the postwar atom.

As president of Caltech during the last twenty-two years, DuBridge has amassed a formidable reputation for administrative prescience. While other schools have been tortured by student disorders and even riots, on his campus no one has been hurt, no buildings have been damaged, no fires have been set, no police have been called, no classes have been disrupted. "Do we have a special secret?" he asked in his annual report for the year 1967-68, and he answered: "Probably not . . . but we do have some good things going for us." Among the "good things" he listed three: 1) ASCIT, the Caltech student body organization, planned and executed an air-pollution research project "to channel . . . student . . . interests in constructive directions . . . during an era when destruction seemed to be the goal of many student groups"; 2) "The Great [Cross-country] Electric Car Race" between student groups at Caltech and MIT—"a refreshing contrast to the kind of student activity which received so much press and TV attention last year"; 3) a pamphlet titled *Drugs and the Caltech Student,* in which a faculty-student committee frankly discussed the real issues underlying the problem of use of drugs by young people.

A strong thread of concern for science's impact on society runs through these projects. So it is not surprising to find the same thread prominent in the personal life of DuBridge, who is active in the work of the Urban Coalition in Los Angeles County, California.

Press accounts of Nixon's designation of DuBridge to the White House science post have had little to say about most of the topics covered in this *SR* report. Instead, news items and commentaries have imputed to the Caltech chief hawkish views on Vietnam (which subordinates and intimates say they have never been aware of) and a determination to expand Government spending for science. Given the present inflationary state of the national economy, it is difficult to see much real opportunity to find more money for science. But what DuBridge has actually argued for is a 10 per cent per year rise in spending for basic research during the next few years. Basic research expenditures represent only a small fraction of the total science and technology budget, and the sums he speaks of could easily be obtained by shifting science spending priorities, giving substantially less to circus spectaculars like landing a man on the moon and substantially more to individual scientists engaged in research in academic settings. Such a redistribution would logically be focussed through the National Science Foundation, the country's bank for basic research. Nixon pointed in that direction by reminding reporters that DuBridge "has already indicated [that] the National Science Foundation is the major government effort." And an even more decisive role for NSF may be

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evolving. Less than a week after the mid-December statement of a Presidential study panel recommending the sharing of federal revenues with the states, NSF released information on a new set of subsidies to cover research and development spending of state and local governments. In short, Nixon through DuBridge may preside over the extension of scientific influence right down to the grassroots of America.

If that transition does lie ahead, the road to it may lead mostly uphill. There will be new personalities to deal with. The Office of Science and Technology's Deputy Director Ivan Bennett is returning to university work with the end of the Johnson Administration. NSF director Leland Haworth's term expires next June 30. AEC Chairman Glenn Seaborg's term is also near its end. NASA chief James Webb is already gone. The National Academy of Sciences is in the process of electing a new president to follow Frederick Seitz. Henry Riecken assumed the presidency of the Social Science Research Council on the first day of 1969. DuBridge is likely to need all the judicial qualities he is esteemed for.

✓ ✓ ✓

1969 may turn out to be the year to study the speed at which a scientific discovery can change our everyday lives.

The discovery that could provide the test was reported last November 29 by a research team at Bell Telephone Laboratories. Headed by B. T. Matthias, associate director of the Institute of Pure and Applied Physical Sciences at the University of California (San Diego), this group found a way to alloy three metals—niobium, aluminum, and germanium—into one that would superconduct electricity at a temperature of 438.9 degrees below zero Fahrenheit.

Superconduction is the phenomenon that allows an electric current to flow indefinitely without loss of power.

Under normal conduction conditions, 2 to 5 per cent of all electricity generated is lost in transmission.

Up to now, superconduction could not be induced until temperatures were lowered close to absolute zero—minus 459.6 degrees F. Only liquid helium can pull a thermometer that low.

But liquid hydrogen is able to bring the temperature down to 438.9 degrees. For hydrogen does not evaporate into the gaseous state until its temperature rises to 422.9 degrees F.

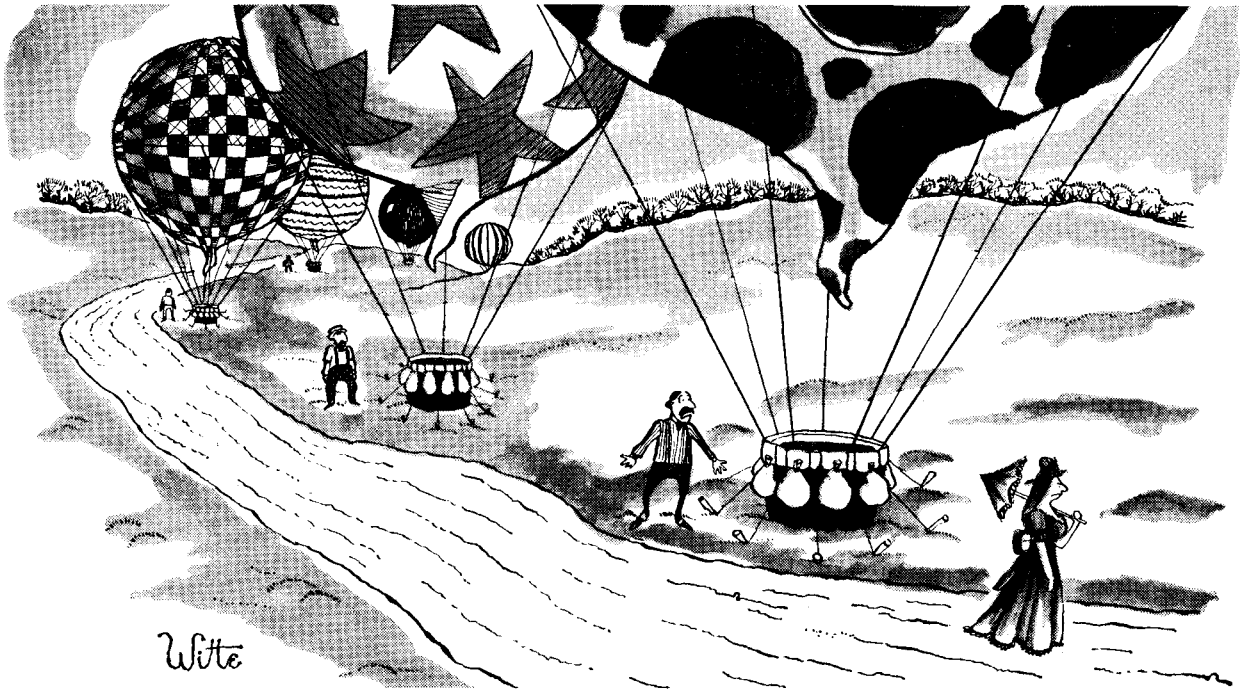
A given amount of liquid hydrogen costs only about one-thirtieth as much as the same amount of liquid helium, and the cost of containing helium in a liquid state runs between two to five times the cost of containing liquid hydrogen. This latter discrepancy is due to the fact that helium must be surrounded by liquid nitrogen and the two gases must be kept apart in a single double-walled bottle.

Simple calculation shows that superconduction obtained through use of liquid hydrogen can be anywhere from fifty to 100 or more times as cheap as conduction obtained through use of liquid helium. This could amount to a very large saving in investment for anyone who happened to be thinking of superconduction as a way of carrying heavy electric power loads through underground cables across the United States.

These calculations were not included in Bell Labs announcement of the Matthias team's discovery. In fact, possible use of the new superconducting alloy to transmit power was not even mentioned. Bell Labs is not in the power business. It has enough to do to keep telephone research up to date.

Others, however, are deeply interested in the commercial possibilities of low-temperature power transmission. The prospects were discussed—in a paper written before the Bell Labs announcement—at a symposium on energy and society at the 1968 annual convention of the American Association for the Advancement of Science in Dallas during the Christmas holidays. Dr. Bruce C. Netschert, of National Economic Research Associates, Inc., called attention to one estimate "that one-third of the total power requirements of New York City could be supplied through a single cryogenic cable inside a pipe of eighteen-inch diameter."

"A powerful stimulus" to development of low temperature power transmission, Dr. Netschert pointed out, "is concern for the environment, which will, if anything, be greater in coming decades than at present. Overhead transmission towers are meeting with increased local resistance and rights of way are becoming ever more costly. The pressure is to move under ground in transmission as well as in distribution (which is now so far along that the last new real estate subdivision with overhead power lines may well be less than a decade away.) With conventional technology, however, the great problem is insulation at the high voltages



"You mean you don't want to ride in anybody's beautiful balloon?"

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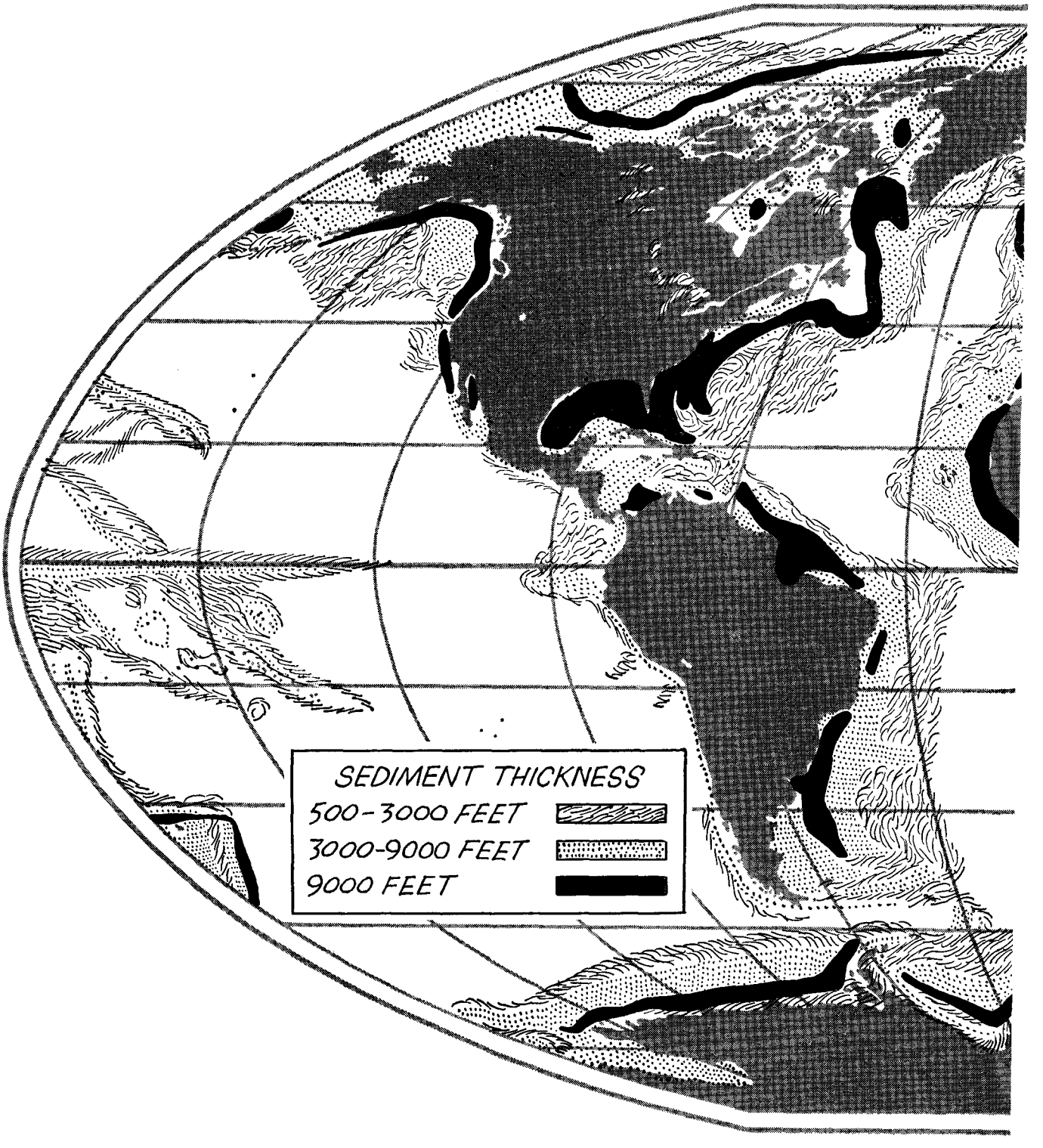

used in transmission. Once the transmission mode is under ground, therefore, the essential choice is between electrical insulation with conventional technology and thermal insulation with cryogenic."

PROFESSOR Bruce Heezen, of Columbia University's Lamont Geological Observatory, has been looking at man's energy reservoir from a different point of view. A specialist on the geology of the ocean floor [see *SR*, Sept. 7, Oct. 5, Nov. 2, 1968], he has been watching the progress of the Joides Expedition of the National Science Foundation, which is drilling holes in the bottom of the deep sea at selected points around the earth.

In the depths of the Gulf of Mexico, the Joides drillers penetrated the tops of knolls buried under thousands of feet of water. The knolls turned out to be salt domes, extruded upward from the gulf floor under pressure of the weight of incoming mud from the Mississippi River, and at least one of the domes disgorged at least one sample of petroleum.

Professor Heezen for a long time has been impressed by the fact that oil prospectors don't hunt for sources of petroleum. They take it for granted that oil is to be found in all marine sediments. Abundant remains of sea life guarantee the presence of the requisite

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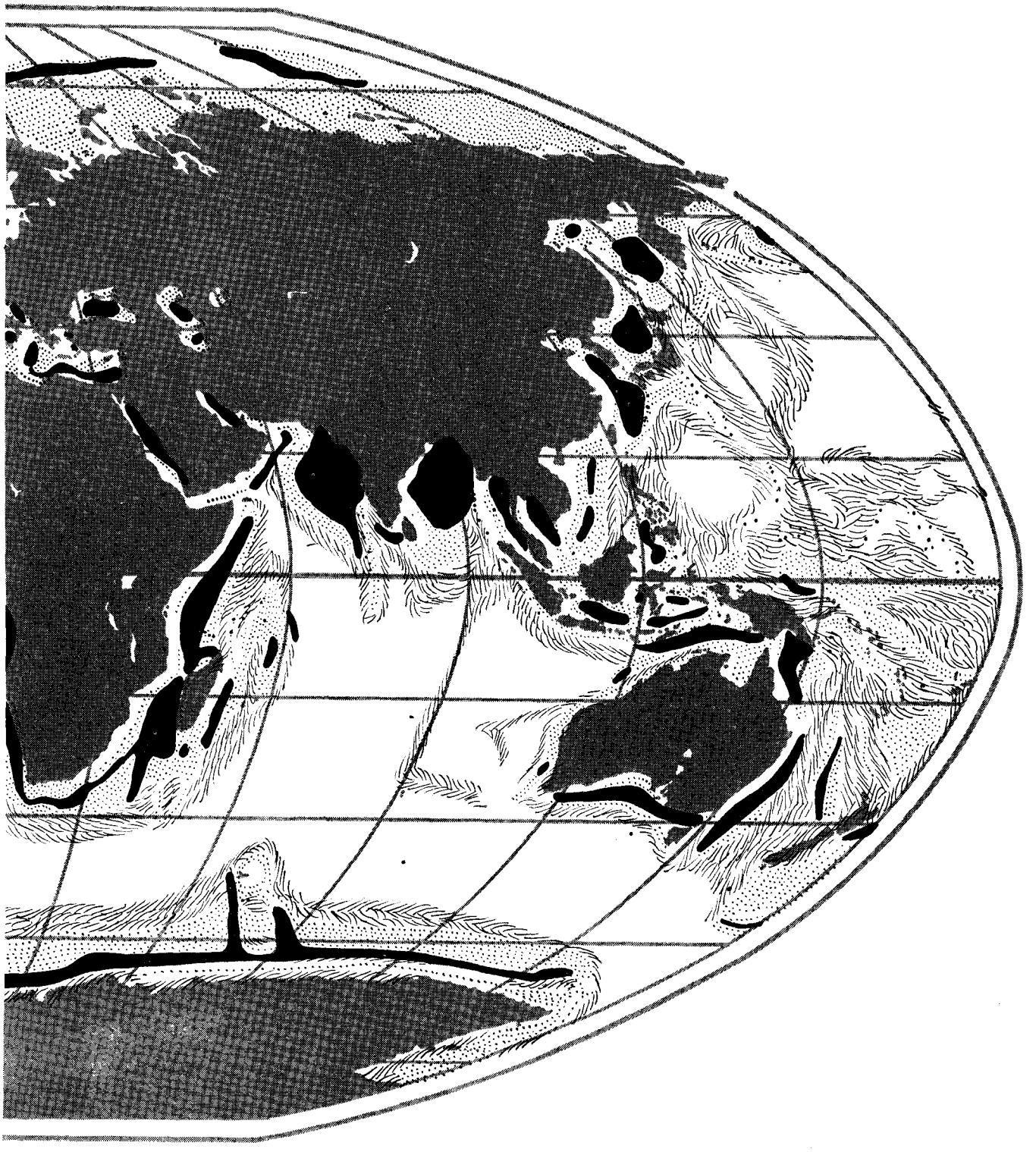

—*Doug Anderson following Bruce Heezen and Marie Tharpe.*

hydrocarbons. The only question is whether these hydrocarbons will drift off into the water as individual globules or whether they will be trapped and accumulated in sediments that are first of all thick enough to form rock strata and then folded enough to function as firmly capped containers. The sites of the traps are what matter—not the original sources of the oil.

The map above, taken from a scientific paper authored by Professor Heezen and Miss Marie Tharp, one of his collaborators at Lamont, shows where on the seafloor oil is likely to be found for decades in the future. In the white space on the map, sediments are up to 500 feet thick, and likelihood of oil is virtually nil. Feathered color signifies sediments between 500 and 3,000 feet thick, where chances of oil traps are poor. The speckled color indicates sediments from 3,000 to 9,000 feet thick; these areas make good to excellent oil traps. Solid color marks sediment 9,000 or more feet thick, where oil prospects are truly excellent.

The solidly colored areas are out of reach of present-day drilling technology because of the depth of the water in which they lie. But partly through experience gained in the Joides Expedition, Professor Heezen thinks the usual time forecast for beginning such deep water drilling—ten years hence—may be cut in half by events. —JOHN LEAR.

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DAMPING THE UNEMPLOYABILITY EXPLOSION

Today's Children Must Be Grown to Fit Tomorrow's Jobs

By URIE BRONFENBRENNER

THERE was a time when society could find a place for its less capable members in millions of jobs requiring nothing more than unskilled labor. That day is rapidly passing. Already our major problem of manpower is not one of unemployment but of unemployability. Hundreds of thousands of jobs are available, but those who need them lack the requisite abilities and skills. Some of these men and women can be trained or retrained, but many others cannot. They are not only unemployable, but also untrainable for the level and type of work most needed by the society.

Moreover, unless appropriate countermeasures are taken, the proportion of unemployables in our nation is likely to grow at an increasing rate in the decades ahead. With continuing technological development, the number of jobs that can be filled by persons of limited cognitive capacity will become smaller and smaller. Unless present trends are reversed, long before the major impact of the population explosion is felt, this nation will have to cope with the explosion of the unemployables.

An explosion implies an event both massive and destructive. So the unemployability problem is likely to be. Available evidence indicates that when human beings are brought up in deprivation, experience little humanity at the hands of others, and grow into adults of limited competence—unable to find work, forced to live on leavings while the majority of citizens enjoy prosperity—the impulse to violence is high and hard to control.

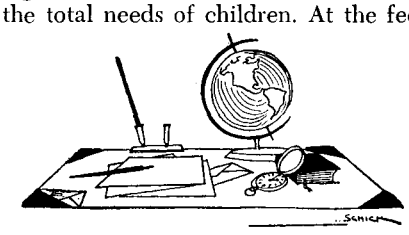
But the unemployability explosion need not occur. It is susceptible to control by measures far less costly than its consequences. The weight of scientific evidence, particularly that accumulated in recent years, indicates that much of the incapacity of our citizens is not inborn but man-made during the early years of life.

The greatest damage is done at the very beginning. A growing body of research findings shows that, from the moment of conception onward, a mother's exposure to nutritional deficiency, illness, fatigue, or emotional stress can be far more damaging to her child than was previously thought. The neurological disturbances thus produced persist through early childhood into the school years, where they are reflected in impaired learning capacity (including reading disability) as well as behavioral disorders.

Second only to the onslaughts of prenatal and perinatal damage is the deadening impact of an unstimulating environment on a young child. A short two decades ago, most students of childhood believed that the early experiences of the infant and young child were of minor importance for his future development. Psychological growth was seen as a process of natural unfolding, predetermined by inexorable genetic forces. Today we know that early experiences can be decisive not only for the child's mental health, but also for the ability to learn. Scientific evidence both from laboratory and field studies demonstrates that mental development occurs primarily through interaction with adults in an encouraging atmosphere.

Fortunately, the same scientific evidence that reveals the damaging effects of human indifference also discovers the healing power of human intervention. We need not wait for a genetic miracle to improve the quality of our population. It is already within our capacity to reduce appreciably the number of persons in our nation who are mentally retarded, who fail to profit from school, who are unable to take a productive and responsible role in society. We need simply to insure American parents and their children those modest services and conditions of life that permit the human family to exercise its natural functions.

It is significant that, up to the present time, there has been no single body of legislation in America concerned with the total needs of children. At the federal level as at the local level, attention to these needs is fragmentary—scattered over thousands of statutes in hundreds of acts pertaining principally to other matters. The time has come to acknowledge the primacy of children in the national concern through enactment of a body of law specifically addressed to the total needs and rights of the child in our society. I therefore propose the drafting of an Act in Behalf of Childhood Development and, under its provisions, the establishment of an Office for Family and Children's Services headed by an Assistant Secretary in the United States Department of Health, Education, and Welfare. I suggest that this Office for Family and Children's Services be given responsibility, authority, and financial resources to coordinate all existing programs relating to children—such as those of the Children's Bureau of the Labor Department, the National Institute of Child Health and Human Development, and the Head Start program of HEW. The Office for Family and Children's Services also should be empowered to initiate new programs through other federal government agencies such as the Department of Housing and Urban Development, and to work with state and local governments to see that appropriate programs and services are instituted in behalf of children and that the rights of children are protected.



To insure popular understanding and support of this new approach to the welfare of our future citizens, and to prevent capture of the initiative by bureaucrats or professional special pleaders of one kind or another, the Congress should authorize and the President of the United States should order the designation of a national Commission for Children.

In the following paragraphs, regular readers of *SR* will recognize that I am here attempting a prescription for the social sickness I described in these pages fifteen months ago under the heading "The Split-Level American Family" [*SR*, Oct. 7, 1967]. As I pointed out then, it is the narrowing of the adult world surrounding the child that poses the most serious threat to his development. This is particularly true for impoverished families, for in these the two parents—or, in many cases, mothers alone—are thrown entirely on their own meager resources. In such an alienated world, parents cannot function as par-

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Urie Bronfenbrenner is professor of child psychology and of child development and family relationships at Cornell University. The text above is a follow-up to his *SR* report of October 1967, "The Split-Level American Family," which has been reprinted in at least a score of books. He wishes to acknowledge that the ideas here expressed, being drawn from three years of service on White House task forces concerned with the problems of early childhood, may not be entirely his own.

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ents. They and their children need the help and active involvement of others; they need a functioning community in which parents and children have a place together.

All the services required by poor families—medical, economic, educational, and social—must be provided in such a way as to help restore the family and the community as constructive forces in the lives of children. Without such a restoration of the social fabric, no amount of money or professional service can enable children to function usefully in the society they will inherit.

It is my unhappy conclusion that many of the ways we now employ to help children fail in this vital regard. Rather than building the family, the neighborhood, and the community, we pass them by and even abet their fragmentation. One important reason for fragmentation is that the services themselves are fragmented. The needs of the child and the family are served by different agencies, operating in different locations, with seldom coordinated and sometimes contradictory activities. Economic assistance must be sought in one quarter, medical service in another, psychological help in a third, and legal aid elsewhere. Each agency is concerned with a restricted aspect of the family's problems. No one of them has responsibility for all of the minimal needs of the child.

The problem is compounded by a too-exclusive reliance on professional help. Since professional help is in short supply, little happens. Yet many of the supports and services which children and families need most could be provided by non-professional personnel with minimal training, working under professional supervision.

Finally, and most important of all, the approaches we typically employ involve intervention from the outside. There is no concerted effort to summon the inner rehabilitative resources of the community—groups of parents, neighbors, and older children. After minimal training, often simply by observation, they could perform many of the functions needed to stabilize and enrich the lives of children.

Activities by persons or in settings from outside the child's subculture must be heavily interlaced with participation from the child's own world by representatives who manifestly cooperate in the total effect. This implies close working relationships of mutual respect between workers from within and outside the child's own milieu. Mutual respect is essential not merely for the purpose of maintaining a viable learning atmosphere but more importantly to further the constructive development of the child's sense of identity and worth as a member of society. In the end, the significance of total community involvement in the life of the disadvantaged child lies in the fact that many of the problems he faces and the possibilities for their solution are rooted in the community as a whole and are, therefore, beyond the reach of segmental efforts at the level of the neighborhood, the school, or the home.

If every community had at least one Commission for Children (big cities might well have many), the commission members could hold the child's protective social structure together. A commission would have as its initial charge the task of finding out how, where, and with whom the children in the community spend their time. The commission would not keep this knowledge to itself but would report its findings to appropriate executive bodies and to the public at large. This revelation of the total pattern of life of children in the community would be sufficiently sobering in itself to generate concerted action. In this connection, I am impressed by remarks made in August by LBJ's last Secretary of Health, Education, and Welfare, Dr. Wilbur J. Cohen, in summing up his forty years of experience as a federal government welfare administrator:

> One very useful mechanism for narrowing the gap between knowledge and policy is a Presidential Commission or an advisory council to a secretary, a governor, or a mayor. Commissions and councils heighten public awareness of the need for action and focus debate on specific legislative proposals. And, if they are broadly representative, they can encourage the process of dialogue and coalition.

The Commissions for Children that I have in mind would be set up as quasi-public corporations. They would be formed at various levels of government down to county, school district, and village. The establishment of such commissions should be furthered through matching funds either by the federal government or possibly state governments. The purpose of matching funds would be both to stimulate the establishment of the commissions and to prevent them from becoming a purely political apparatus by requiring the inclusion of representatives of various segments of the community including the disadvantaged, local businessmen, the school system, welfare agencies, the police, parents, and teen-age children. Ideally, a commission would include the superintendent of schools, the chief public health officer, the director of welfare, the director of recreation. The public members should be appointed by the mayor or comparable local executive and should constitute less than half the membership. Non-public members would have to be appointed at first, but some mechanism should be developed to elect them later. Each commission would elect its own chairman and appoint an executive officer and staff to assist in developing and maintaining neighborhood Centers for Parents and Children.

Creation of these centers would be authorized by the Act on Behalf of Childhood Development which I have proposed. Each center would function as an opener of all doors through which the neighborhood child and his parents must pass for help. Consultation would be available on problems of health (including family planning, maternal and child care, nutrition, accident prevention, etc.), household management, and child rearing. Referral and active assistance would be provided for children requiring social and other special services (e.g., protection from neglect or abuse) available elsewhere. In such instances, the center would act not only

"Good morning. While you were sleeping, the world as you knew it ceased to exist."

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as a referral agency but also as an active intermediary in behalf of the child and his parents to insure that needed services were in fact provided.

The center would offer cooperative group care and educational experience for children from early infancy through preschool age. The principal purpose would be not to free the mother from the child but to involve her more in the child's life at higher levels of understanding. For example, the child and his parents would enroll together, the mother being expected to participate much of the time. The schedule would be so arranged that parents could leave the center temporarily to do shopping, housework, etc. To compensate for loss of income in a job, parents would receive modest remuneration.

The Centers for Parents and Children would be so programed as to involve not only parents but also other adults. Under supervision, older children could be enlisted, both as individuals and groups, for activities with younger children both within and outside of school. Such activities might include reading to children, escorting them on outings, playing games, tutoring, etc. In the course of these activities, the development of friendships between older and younger children would be encouraged. Even delinquent teen-agers have been known to be dependable and helpful in the care of children.

The Centers for Parents and Children would not be directly operated by but would be guided, supported, and protected by the Commissions for Children of their respective communities.

The program I have proposed here is, I recognize, demanding. Any program commensurate with the need must be demanding. Many components of my proposals can be implemented by existing funds but many others will require new expenditures. The initial appropriations need not be large. Indeed, it would be better if they were not too large, since it is sounder to extend proposals like these on the basis of experience than to risk imposing an untried pattern nationwide. Still, in the end, the financial commitment will be massive. But if we choose not to meet the cost now, we shall eventually pay a far higher price. To deprive our children of their human potential is to deny that generosity, neighborliness, gentleness and compassion, zest and adventure are the American heritage.

Letters to the Science Editor

The Social Sciences

I WAS OUT of the country when John Lear's article, "Public Policy and the Study of Man" [*SR*, Sept. 7], appeared. When I finally read it, I decided that it was too late to submit a comment. The recent publication of a letter by Senator Fred Harris [LETTERS TO THE SCIENCE EDITOR, Nov. 2], however, both provides an opportunity and increases the necessity for the following clarifications in Mr. Lear's generally fine analysis.

In discussing the report of the National Academy of Sciences-National Research Council Advisory Committee on Government Programs in the Behavioral Sciences, Lear states that its recommendations "were quietly but firmly against creation either of a separate National Science Foundation for Social Sciences or of a separate White House Council of Social Advisers." Senator Harris devotes the bulk of his letter to showing why he disagrees with this conclusion and to presenting the arguments in favor of a National Social Science Foundation (which he originally proposed in a bill submitted to the Senate over two years ago). Senator Harris's reply assumes that Lear's statement is a correct summary of the Advisory Committee's recommendations—which, however, it is not.

The Advisory Committee's report does not come out—quietly, firmly, or otherwise—against the creation of a separate National Social Science Foundation. It reviews the arguments in favor of a separate foundation; these arguments are in many respects similar to those presented in Senator Harris's letter and were, in fact, influenced by his earlier article in the *American Political Science Review*. The report then reviews the arguments against a separate Foundation. In this context, it points to the possibility that—in view of recent efforts in Congress, in the professional associations, and in the National Science Foundation itself—the patterns of support for the behavioral sciences within NSF may change sufficiently to meet those needs that have prompted proposals for a separate Social Science Foundation. It is partly for this reason that the report does not commit itself either for or against a separate foundation, pending completion of three current reviews (by Congress, by the Behavioral and Social Sciences Survey Committee, and by the Special NSF Commission on the Social Sciences). The report states that "the combined effect of these reviews could lead to changes in the government system of support for the behavioral sciences within the current structure of the NSF or through new institutional arrangements".

The Advisory Committee's report does indeed favor "an expanded NSF program in the behavioral sciences that need not await the result of current studies" and makes specific recommendations to that effect. There was certainly a general feeling among committee members—which I, for one, shared—that recent trends in behavioral science support within NSF have been very promising and ought to be encouraged. None of this, however, settles the question of whether there may be a need for a separate Foundation for the Social Sciences. Proponents of such a foundation say, as the committee's report makes clear, that it "is designed to create a new authority and not to transfer existing functions from other agencies, such as the NSF. Such a foundation would supplement the behavioral science activities within the NSF rather than provide a substitute for them." Senator Harris's letter is also quite explicit in stating his view that—even if a new Social Science Foundation were established—NSF would "continue to support and, indeed, increase [its] level of support for the social sciences." Thus, the Advisory Committee's recommendation *for* an expanded NSF program in the behavioral sciences cannot be interpreted, as Lear seems to do, as a recommendation *against* a National Foundation for the Social Sciences.

The second half of Lear's statement, that the Advisory Committee's recommendations were against a "separate White House Council of Social Advisers," is also somewhat misleading. The committee's report comes out against the idea of setting up a separate White House office, under a new special assistant to the President, in charge of behavioral science policy (as distinct from science policy in general). It also comes out against the idea of assigning behavioral science policy to the proposed Council of Social Advisers, on the grounds that the latter is meant to deal with *social* policy rather than with *science* policy. The report does not, however, take a stand on the proposal for a Council of Social Advisers itself.

HERBERT C. KELMAN,
Member,
NAS-NRC Advisory Committee
on Government Programs
in the Behavioral Sciences,
Ann Arbor, Mich.

I HAVE READ with great interest the good article on "Public Policy and the Study of Man." It seems to me to do justice to the intent of the Young Committee's report.

My only caveat is to suggest that the Social Science Research Council is not a "professional holding company of the several social science societies." It is an independent corporation and it nominates each year slates of three or four candidates from which seven social science associations choose one member for the council's board of directors. The Social Science Research Council is not in any sense an agent of these associations nor is it dependent on them for financial or other support.

BRYCE WOOD,
Executive Associate,
Social Science Research Council,
New York, N.Y.

JOHN LEAR'S REPORT on the work of the NAS-NRC committee of which I am chairman was excellent. The committee is in your

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Give them this day their daily bread.

Think of the last time that *you* were hungry. Really hungry. Was it because dinner was late? Or because you missed a lunch?

Can you imagine what it is to go through life never knowing what it is like *not* to be hungry? Subsisting day after day on a few greens around noon... and some pinto beans in the evening? Nothing more. Nothing different. And not even enough of that.

It sounds incredible. And it is incredible. Because it's taking place right now... in the midst of the good life so many of us are now living in America.

But walk down the back roads of most any Mississippi Delta town and you'll see tenant farmers, field hands, seasonal workers ... and their children... with stomachs bloated, eyes dulled, feet swollen, arms and legs matchstick thin.

The irony is that they aren't starving at a rate dramatic enough to arouse the indignation of the nation and the world. Otherwise something would have already been done.

One of the programs that is aiding many of these families is the federally sponsored Food Stamp Plan. Under this plan a needy family can convert a 50¢ food stamp into as much as $12.00 worth of food. The problem is getting that 50¢, because many families have *no* income at all.

The NAACP Special Contribution Fund has begun a nationwide drive to help thousands survive. If you can do with one less "dinner out" this month, the money can mean a month's supply of meat, milk, and bread for a family of five. Just $10.00 buys up to $240.00 in food stamps.

If you would like to contribute to this fund, please send your tax-deductible check, for as little or as much as you can, to the NAACP Mississippi Emergency Relief Fund.

Thank you. And may *your* next meal be a little more enjoyable.

NAACP MISSISSIPPI EMERGENCY RELIEF, DEPT.-SR, 1790 BROADWAY, NEW YORK, NEW YORK 10019
(A project of the NAACP Special Contribution Fund—tax-deductible arm of the National Association for the Advancement of Colored People.)

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debt for the boost you have given their concerns and recommendations. On their behalf, I thank you.

DONALD YOUNG,
Chairman,
NAS-NRC Advisory Committee
on Government Programs
in the Behavioral Sciences,
Macungie, Pa.

THE ARTICLE on the committee report is first-rate. John Lear has managed, it seems to me, to have captured the thrust of the report's significance and helped direct the discussion to the most critical issues.

GENE M. LYONS,
Executive Secretary,
NAS-NRC Advisory Committee
on Government Programs
in the Behavioral Sciences,
Hanover, N.H.

MAY I COMMENT on the letter by Joseph M. Heikoff, headed "First on Fourth" [LETTERS TO THE SCIENCE EDITOR, Oct. 4]?

Professor Heikoff refers to a paper by R. G. Tugwell which developed the notion of a "Fourth Power" of government with authority to issue economic directives for maximizing production and optimizing utilization of resources. Tugwell argued that the power to direct the economy is the essence of effective national planning, and that an agency with authority to exercise such direction independently should be provided.

The proposed functions of the "Evaluative Branch" of government discussed briefly by *SR*'s science editor [*SR*, Sept. 7] do not include power to issue directives of an economic or any other kind (except, possibly, those needed to assure access to needed information) and, in particular, no responsibility for planning. Fundamentally, the branch is intended to collect information, analyze and evaluate the current and prospective effects of government regulations and programs, propose alternative courses of governmental and public action which might better serve the goals and objectives set forth by the legislatures or other institutional organs of our society, and meet requests for analytical assistance from the other branches of government. The influence – in contrast to power – which the branch would exercise could thus arise only from the pertinence and proved usefulness of its findings.

Thus, I believe it correct to say that Tugwell's "Fourth Power" is the practical antithesis of the "Evaluative Branch." Deep-rooted objections by the business community and the public to the notion of governmental "directives" concerning the economy are probably the reason why planning activities in the executive branches at all levels of government in the United States are relatively ineffectual and likely to remain so for the foreseeable future. The "Evaluative Branch" proposal has been designed to maximize its political acceptability while building into it the capability of becoming the "error detecting and evaluating subsystem" in our "national management system"—a subsystem now nonexistent.

N. E. GOLOVIN,
Visiting Scholar,
The Brookings Institution,
Washington, D.C.

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(Continued on page 116)

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SUMMER STUDIES ABROAD

(Continued from page 115)

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KINGSLEY DOUBLE-CROSTIC NO. 1813

Reg. U. S. Patent Office

By Thomas H. Middleton

DEFINITIONS	WORDS
A. One held by Theosophists to possess superior knowledge and powers.	74 78 93 102 112 135 139
B. Destitute of water.	141 153 163 18 25 50 66 85 123
C. One-time child prodigy on violin; now violinist, conductor, and painter (full name).	3 10 54 69 89 119 6 15 109 136 145
D. Loop in a rope.	172 31 120 129 159
E. Sonic depth finder and recorder.	171 45 9 14 128 133 148 4 34
F. One of the forms in which something is presented to the public.	35 60 80 97 105 118 126
G. Shy.	59 75 88 117 127 164 51
H. Nightclub.	67 73 107 114 144
I. Kooky.	19 27 36 68 100 122 124
J. Pretentious (comp.)	168 176 16 44 91 143 22 138 160
K. Okra or cotton, for instance.	103 177 24 86 98 110
L. Blarney, butter.	113 125 137 154 79
M. "A lover's ear will hear the lowest sound, / When the suspicious head——— is stopp'd," says Biron (2 wds., *Love's Labour's Lost*).	146 38 48 52 57 92 167
N. Religion of Japan.	178 13 37 47 61 84
O. Venetian (1477-1576) who painted the *Rape of Europa*.	169 152 8 161 53 65
P. Great actress Sarah Kemble's married name, by which she was known professionally.	70 166 96 104 132 30 147
Q. Name assumed by Dumas' Comte de La Fère.	157 7 17 26 64
R. Knotted in heraldry.	76 90 21 29 151
S. Able, valiant.	87 173 49 162 56 39 149
T. Common name for a family of herbs, most of which have blue flowers.	175 2 42 130 150 94 106
U. Amalgamated.	23 95 1 43 63 155
V. In another direction.	5 156 140 46 83 71 101 11 115 55 72
W. The handle of a scythe.	158 32 58 12 170 40
X. "Thou hast multiplied ———, and not increased the joy." (2 wds., Isaiah, 9:3).	28 62 41 81 82 33 111 134 99
Y. Author of *Atalanta (in Calydon)*.	77 165 121 131 142 20 174 108 116

DIRECTIONS

To solve this puzzle you must guess twenty-odd WORDS, the definitions of which are given in the column headed DEFINITIONS. Alongside each definition, there is a row of dashes—one for each letter in the required word. When you have guessed a word, write it on the dashes, and also write each letter in the correspondingly numbered square of the puzzle diagram . . . When the squares are all filled in, you will find that you have completed a quotation from some published work. If read up and down, the letters in the diagram have no meaning . . . Black squares indicate ends of words; if there is no black square at the right side of the diagram, the word carries over to the next line . . . When all the WORDS are filled in, their initial letters spell the name of the author and the title of the piece from which the quotation has been taken. Of great help to the solver are this acrostic feature and the relative shapes of words in the diagram as they develop.

								1 U		2 T	3 C	4 E	5 V	6 C	7 Q			
8 O	9 E	10 C	11 V		12 W	13 N	14 E	15 C	16 J	17 Q		18 B	19 I	20 Y		21 R		
22 J	23 U	24 K	25 B		26 Q	27 I	28 X	29 R	30 P		31 D	32 W		33 X	34 E	35 F		
	36 I	37 N	38 M	39 S	40 W	41 X	42 T	43 U	44 J		45 E	46 V	47 N	48 M	49 S	50 B		
51 G		52 M	53 O	54 C	55 V		56 S	57 M	58 W	59 G	60 F		61 N	62 X	63 U			
64 Q	65 O	66 B	67 H	68 I	69 C	70 P	71 V		72 V	73 H	74 A	75 G	76 R		77 Y	78 A		
79 L		80 F	81 X		82 X		83 V	84 N	85 B	86 K	87 S	–	88 G	89 C	–	90 R		
91 J	92 M	–	93 A	94 T	95 U	96 P		97 F	98 K	99 X	100 I		101 V		102 A	103 K		
	104 P	105 F	106 T	107 H	108 Y	109 C		110 K	111 X	112 A	113 L		114 H	115 V	116 Y			
117 G	118 F	119 C	120 D	121 Y	122 I	123 B		124 I	125 L	–	126 F	127 G	128 E	129 D	130 T			
131 Y	132 P		133 E	134 X	135 A	136 C	137 L		138 J	139 A	140 V		141 B	142 Y	143 J	144 H		
	145 C	146 M		147 P	148 E	149 S		150 T		151 R	152 O	153 B	154 L	155 U		156 V		
157 Q	158 W	159 D		160 J	161 O	162 S	163 B	164 G		165 Y	166 P	167 M	168 J		169 O	170 W		
171 E		172 D	173 S	174 Y	175 T	176 J	177 K	178 N										

Solution of last week's Double-Crostic will be found on page 14 of this issue.

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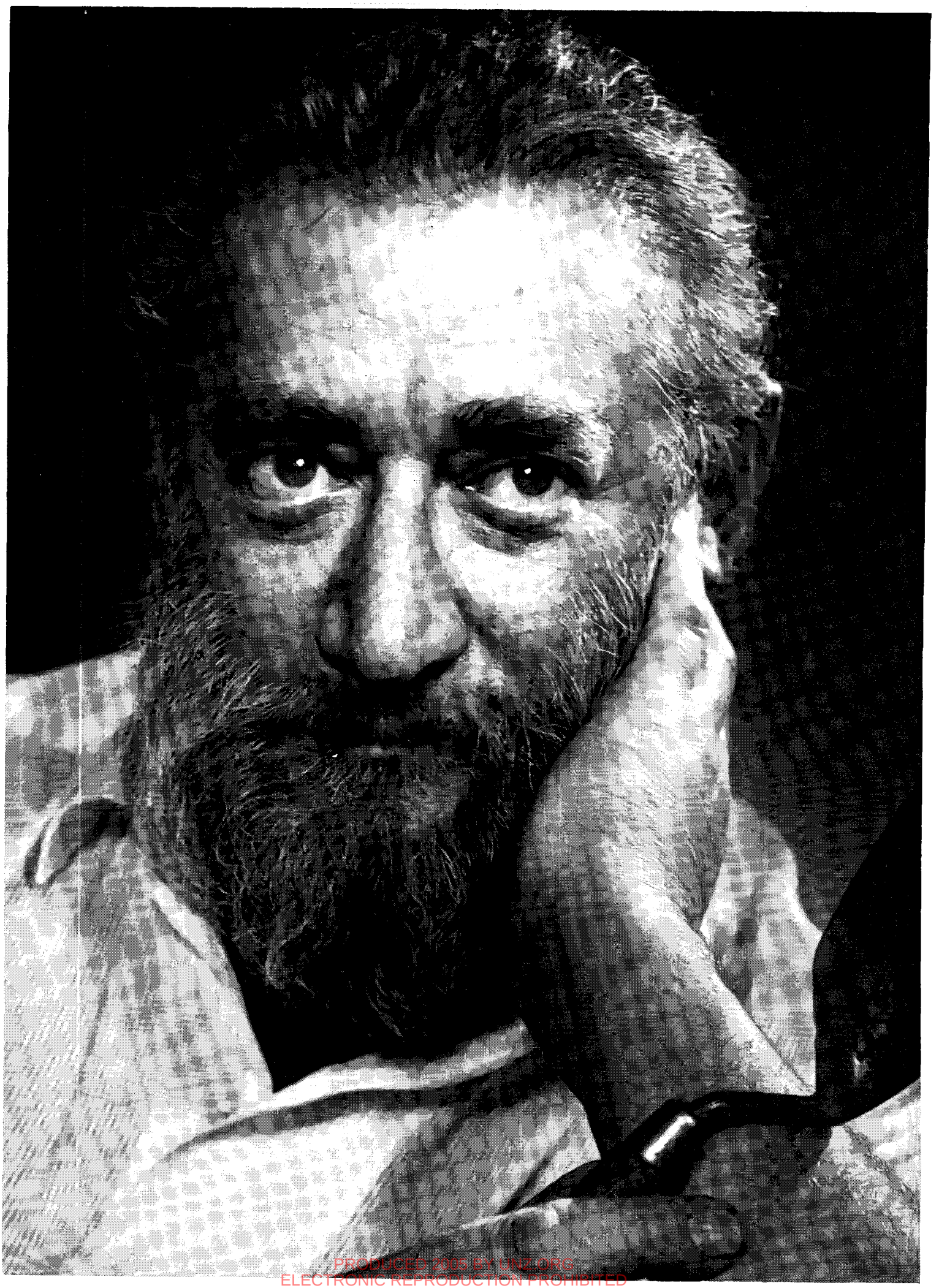

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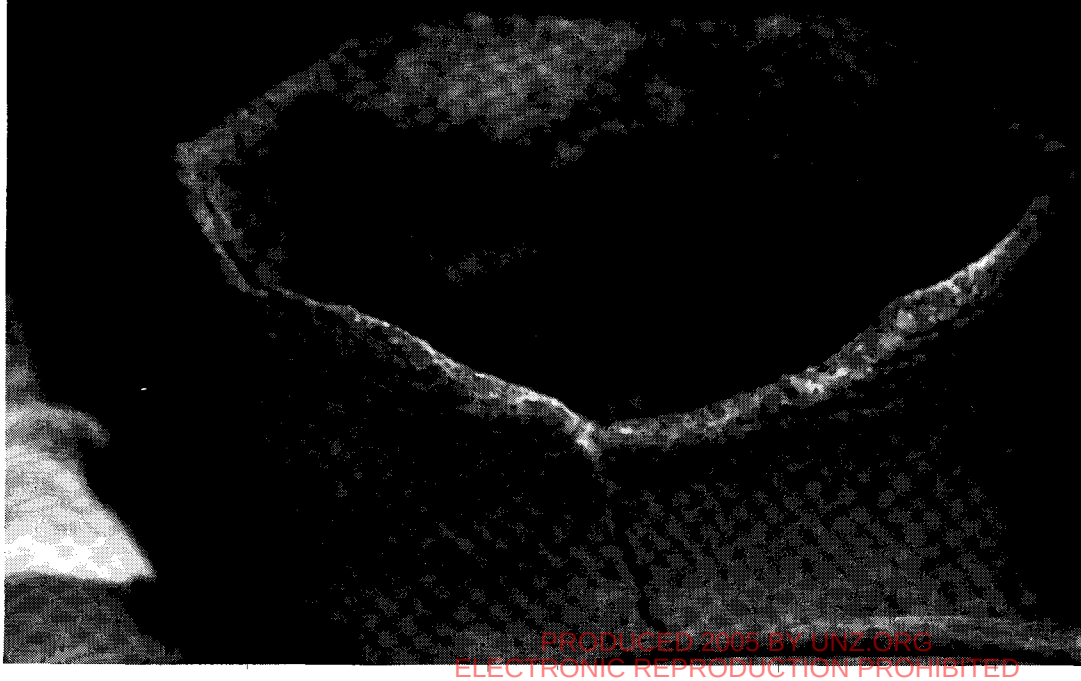

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